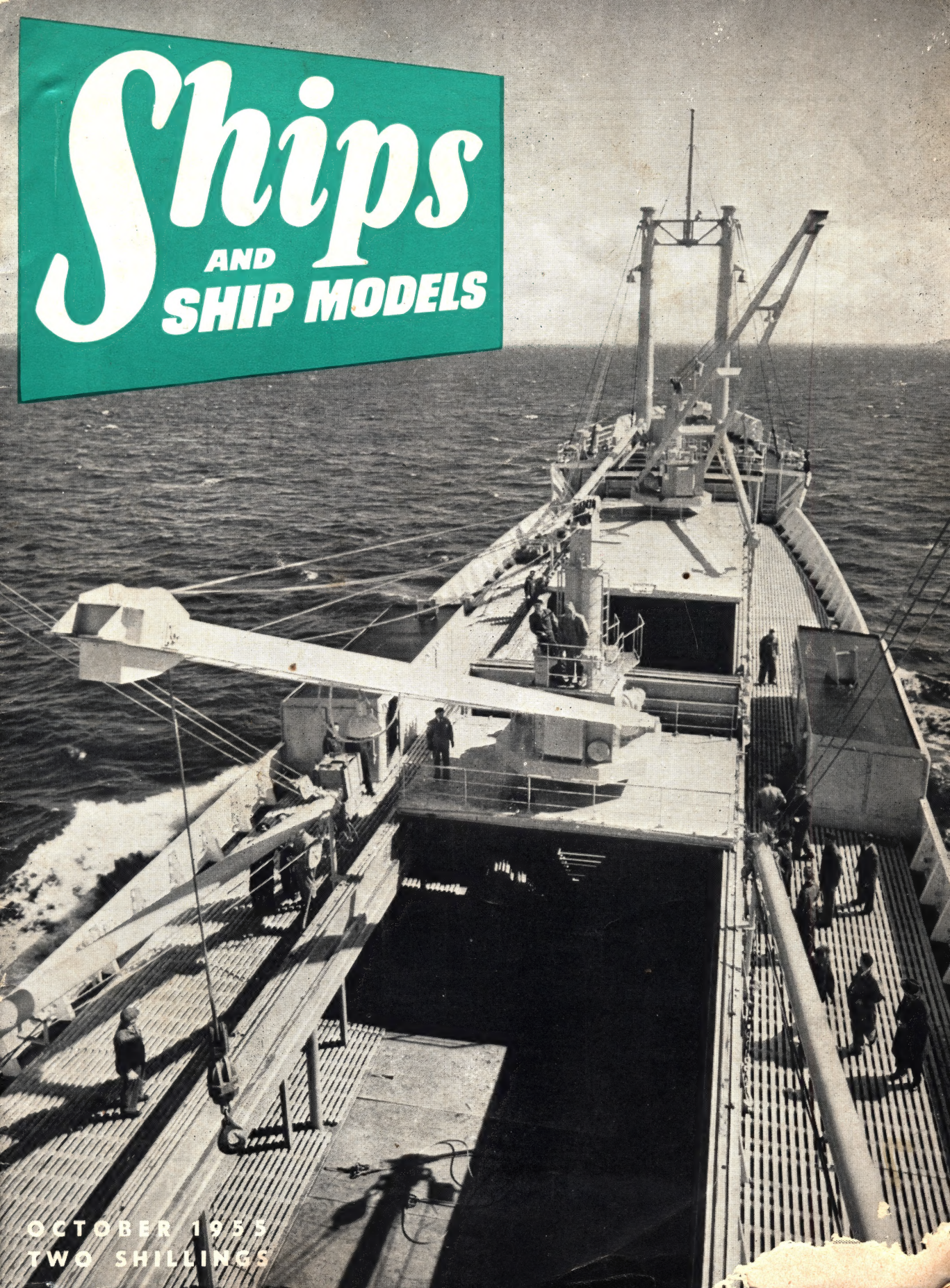
Ships AND SHIP MODELS



OCTOBER 1955
TWO SHILLINGS

Ships AND SHIP MODELS

INCORPORATING MODEL SHIPS & POWER BOATS

Vol. VIII. No. 93. OCTOBER 1955

CONTENTS

THE SHIP'S LOG

The 1955 "Model Engineer" Exhibition has come and gone, and now that a little time has elapsed we are able to compare it with the exhibitions of other years. This was certainly not a vintage year for ship models except perhaps in the miniature section. We missed the usual range of $\frac{1}{8}$-in. scale sailing ship models. Usually we have at least two or three, but this year the only sailing ship model of any size was that of the *Waterwitch* by Mr. Derek R. T. Grant, of Bournemouth, which was awarded a bronze medal. But the reason for the lack of sizable ship models is the fact that, by a curious coincidence, no such models have been completed since last year's exhibition. We have seen the hull of Mr. J. W. March's beautiful model of the clipper ship *Ariel*, we have examined photographs of the hull of a magnificient model of H.M.S. *Victory*, and we understand there are at least two or three more similar models due for completion in the next year or two. When we have two or three such models in our exhibition the winning of the Championship Cup will indicate quality of a particularly high order. This year there was no model in either the sailing ships or the steamships classes good enough to qualify for even a silver medal and therefore the cups were not awarded. A well deserved silver medal was, however, awarded in the sailing ship section to Mr. Charles A. Chapman for a lovely model of an admiral's galley, but this was not, strictly speaking, a sailing ship model.

There is no question of the interest in model-making being on the wane. In the locomotive section there was a particularly fine display of large scale models this year, whereas last year there was not a single model good enough to qualify for the cup. And so it goes on. Possibly next year the ship models will be once more in the ascendant.

The miniatures were both numerous and of a high standard, and fully justified the organisers' scheme of allocating a championship cup to this section. Probably the most encouraging feature amongst the ships in this year's exhibition was the increase in the number of sailing models of prototype ships. It is obvious that the interest in this type of model is growing and we are pleased that it should be so. To make a model, whether of a sailing ship, a steamer, or a locomotive, which will work is, to our minds, carrying the work one step further than just making a static model.

Our cover picture, which is from a photograph by Laurence Dunn, shows the travelling deck cranes fitted on the new motor ship *Balkis*. This is certainly an innovation and, although it will not perhaps improve the appearance of the ship, it does at least seem logical.

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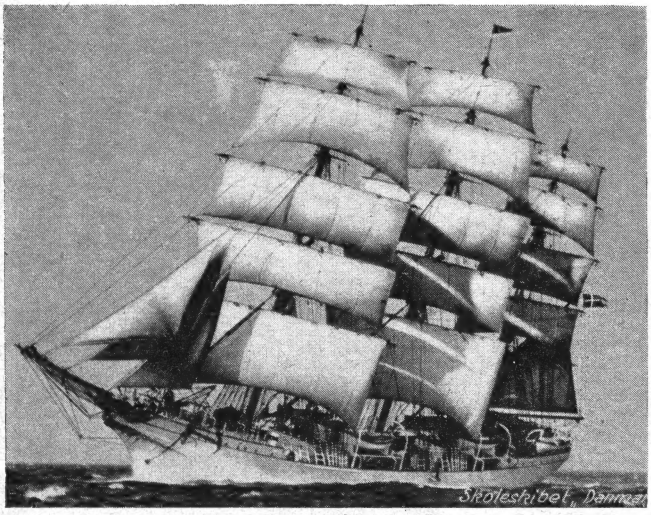
A race for SAILING



The Danish full-rigger " Danmark " is a beauty

The Times, a few weeks ago, carried a story on the main newspage about a proposed race of sailing school-ships from off Plymouth to the Tagus Bar, off Lisbon, and I dare say such tidings were a surprise to most members of the general public. The passing of the big commercial sailing-ship has been accomplished. Not a single engineless square-rigged ship now sails anywhere under European or American ownership. If any commercial square-rigger sails anywhere today without power, it must be to the Maldive Islands. But the big sailing school-ship is a different proposition. They are still being built. It is not long since a German yard turned out a fine barquentine for the Government of Indonesia, and the beautiful four-masted topsail schooner *Esmeralda*, built in Spain for the Chilean Navy, was in San Francisco the day the restored full-rigged ship *Balclutha* was towed to her berth by the San Francisco Maritime Museum, restored to her former glory. The *Esmeralda* was on a shake-down cruise round the world.

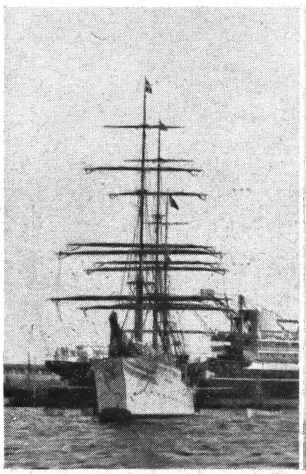
In Canada, I hear of a group of sea scouts building a small brigantine. A week or two ago, His Royal Highness the Duke of Edinburgh, at a ceremony in Glasgow, renamed the Danish three-masted schooner *Pedar Most* as the school-ship *Prince Louis* for the Outward Bound Sea School at Burghead in Scotland. The Italian full-rigged ship *Amerigo Vespucci*—a big three-decker like an apparition from Nelson's day—is in British waters as I write, and the Danish full-rigged ship *Danmark* is preparing for another long voyage. The Germans have recommissioned their four-masted barque *Passat* to join her sister-ship *Pamir* in the deepwater trades, carrying a crew of cadets. The Norwegian barque *Statsraad Lehmkuhl* was at Philadelphia the other day with a full complement of Bergen cadets, which she landed in U.S.A. to change with young seamen from long-voyage Norwegian ships who were due to come home on leave.

So it goes. There are plenty of ships to enter the race, if they care to do so. The fleet of square-rigged sailing school-ships still in existence today would be a surprising sight, if they all got together in some stately bay which could accommodate them, and show them off. A multiplicity of flags would fly from peak and gaff, but none would be British—the American, Japanese, Spanish, Portuguese, Brazilian, Italian, Belgian, Danish, Norwegian, Finnish, Polish, Russian, Indonesian, German, to mention only some. Counting tops'l schooners as square-riggers (which they are not really, being predominantly fore-and-aft rigged) there might be three dozen largish ships, ranging from the little Danish two-masted tops'l schooner *Lilla Dan* of less than two hundred tons to the great 3,000 ton four-masted barques *Pamir* and *Passat*, with the old Cape Horners *Sagres* (Portuguese) and *Galatea* (Spanish) as the last survivors of the commercial square-rigger. The *Sagres* began life as the German full-rigged ship *Rickmer Rickmers* a good many years ago, and the *Galatea* was an old limejuicer—the last limey to spread square sails anywhere.

If you added pure fore-and-afters there would be several more ships—the Scots *Prince Louis* (the Danes found her a very smart little ship : she was built at the famous Ring-Andersen wooden shipbuilding yard at Svendborg and she can move along), the two newish Swedish two-masted schooners

Left: *The Norwegian ship " Sorlandet "—the only seagoing school-ship without power*

Right: *The Portuguese naval training-ship " Sagres " began life as the German " Rickmer Rickmers "*

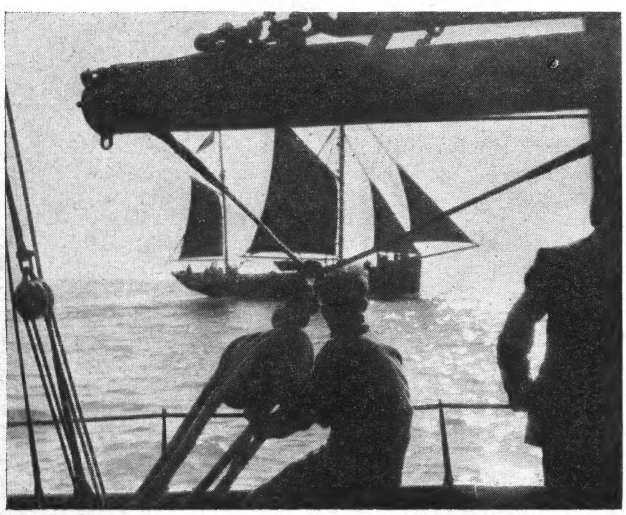


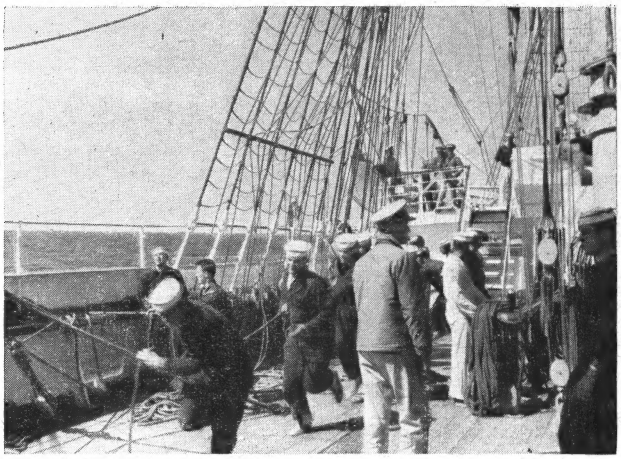
SCHOOL SHIPS

by Alan Villiers

Gladan and *Falken*, which have been seen in Channel ports on several occasions ; and perhaps the yacht-ketch *Moyana*, which is used as a training-ship by the Southampton School of Navigation. The *Moyana* is an oldish vessel and, in design, pure yacht. Just how she could be handicapped to sail in a race with such ships as the *Sagres* and *Passat* I could not say. The passage Plymouth-Lisbon would be short to them, long to her. Hard winds would suit them admirably and the harder the better, which could scarcely be the case in a smallish fore-and-after. I read in *The Times* that there was a proposal that the three-master *Creole* might be an entrant, too, but from the practical point of view she might be an even more difficult vessel to handicap fairly than even the *Moyana*. Ships such as the sleek three-master schooner-yacht and the big Cape Horner have really little in common, except that they both can use canvas for propulsion. Maybe if enough fore-and-afters come in—there is one at Aberdovey, too : and what became of the *English Rose*—the largish ketch which used to carry a crew of former Wrens?—there could be a class for them, a race within a race. One race for the square-riggers, and another for the fore-and-afters. The French have one or two which could be entered, too.

In Britain there are several fore-and-afters which may enter, including the Outward Bound Sea School's Scots school-ship "Prince Louis." This is the "Garibaldi," which was formerly the school-ship at Aberdovey





Cadets from the Academy at New London are the crew

As for a British square-rigged ship, since the days of the naval brigs and the Devitt and Moore sailing-ships, we have not had such a thing as a sailing square-rigged school-ship here at all. The big lime-juicers which carried cadets as part-crew were hardly school-ships, except schools of hardship : what a boy got out of them—very largely—was up to him. We have never had such a ship as the Danish *Georg Stage*, for instance, or the *Danmark*, and we are very unlikely to get one now for merchant navy training. After all, the British merchant navy consists of a magnificent body of ships and men which runs itself extremely well, in the face of all kinds of pretty fierce and sometimes even unfair competition. It is late in the day to complain that the merchant service has no ship to enter the proposed race, though perhaps it is a pity that the old "Moby Dick" film ship, the ersatz *Pequod* alias *Hispaniola* ex-*Ryelands*, wasn't a little younger and a lot more stoutly rigged. She could enter, if she were. As she is, she is best left tied up in the Cardiff docks. It is a pity that film people lavish money on unsound ships. They spend the money right enough. The vast sums poured out on the *Pequod* alone would have been more than sufficient to build a decent little barque, which could have lasted and been some use.

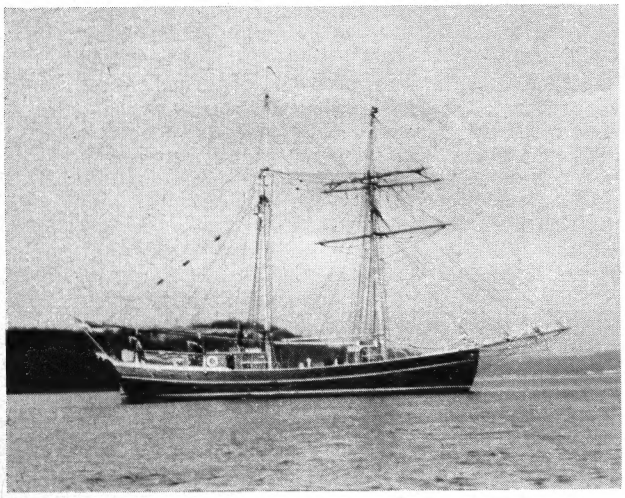
One thing I did learn from handling the *Pequod*, though, and that is that we could get a crew all right, if we had a ship for them. With just two men aboard who really knew their way around a square-rigged ship, and the rest of the ship's people average merchant seamen from Wales and the south of Ireland (five of them stewards from the *Innesfallen*, to be sure), the *Pequod* worked quite well under pretty severe conditions, made the worse by the fact that she knew little continuity and was for ever being pushed around. If we had a ship, I don't doubt we could soon get a good crew and I wouldn't be bothered in the least by the fact that few of them could have had previous square-rigged experience—just so long as I had a reasonable nucleus of experienced men, of course. After all, a crowd of cadets get in one another's way. A ship with a small

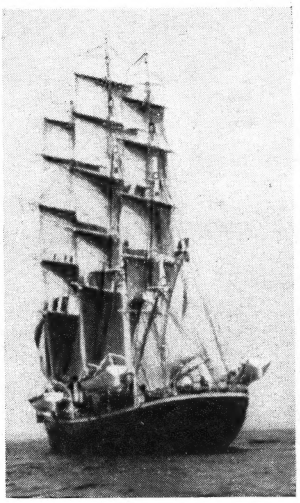
crew would very likely do better. All these school-ships are crowded. Even the Indonesian barquentine *Dewarutji* has well over 100 aboard, and the little Danish full-rigger *Georg Stage* carries 80 boys, though she registers less than 400 tons. The big *Sagres* has anything up to 600 aboard and the United States Coast Guard's barque *Eagle* usually has at least a couple of hundred.

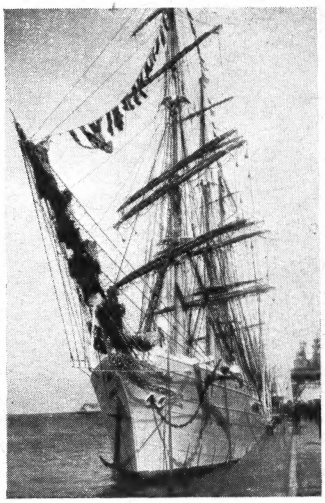
Except for the Norwegian full-rigged ship *Sorlandet*, of Kristiansand, every one of these school-ships, fore-and-aft or square-rigged, has auxiliary power. Some of them are little short of full-powered motor-ships with sails. The *Dewarutji* has an M.A.N. diesel of 600 h.p. which can push her along at nine knots. The *Pamir* and *Passat's* diesels have to be geared down to keep the vessels classed as sailers. The *Eagle* has a fine big diesel, too. The *Danmark* and the *Georg Stage* have small engines, meant really as auxiliaries. The German school-ship *Deutschland*, I nearly forgot to say, is another without a main auxiliary, but this vessel has not been to sea since the war. Whether there is any intention of sending her out again I don't know, but she has occupied the same berth at Bremen for a long time now and would, I should think, be a most doubtful entry.

All these big ships share one primary purpose and that is the indoctrination of youth for the sea professionally, either in their own country's navy or merchant service. The *Eagle*, for example, carries the young gentlemen studying to become officers in the U.S. Coast Guard—a splendid service—at the Coast Guards' academy at New London, in Connecticut. The *Sagres* carries Portuguese naval midshipmen and deck recruits, letting them share their first experience of the deep waters. The *Galatea* carries Spanish ratings and the four-masted *Juan Sebastian del Cano* takes the officer-cadets. The fact that most of the ships work to a schedule and have definite programmes to keep might prevent some of them from entering the race. The *Georg Stage*, for instance, is always to be found in home waters in the early summer months and does not venture into the North Sea until her 80 boys have shaken down properly into young seamen. The *Danmark* is usually in home waters in the summer, too, making her deepsea voyage in the winter months when Danish waters might be frozen up. The *Sagres* generally takes a run down towards Rio or Buenos Aires in the summer and is in home waters during the winter months. The Brazilian *Almirante Saldanha* seems to wander the globe and might turn up anywhere, but what the *Eagle's* sister does under the Brazilian flag, I don't know.

The Lauritzen school-ship "Lilla Dan" is maintained by the Danish Lauritzen Line, at its own school near Svendborg, in Denmark



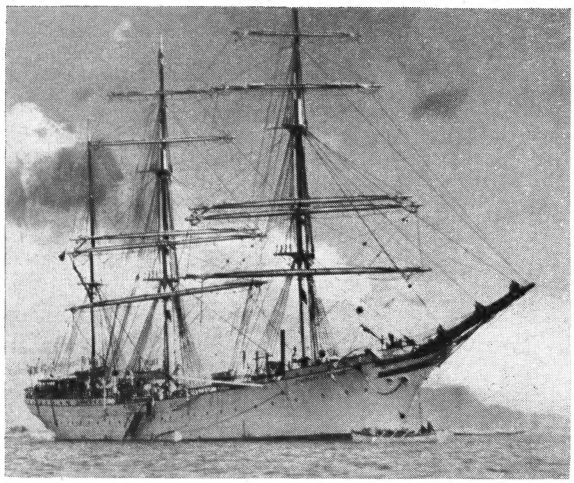




Left: The lovely little Danish full-rigger "Georg Stage" may be an entrant
Right: The Polish "Dar Pomorza"

The *Eagle*—ex-*Horst Wessel*—has two sister-ships, all three being former German naval training-ships. One sister went to Soviet Russia and became the new *Tovarisch* (replacing an ancient limejuice four-masted barque called the *Lauriston*) and the other went to Brazil. The new *Tovarisch* passed down-Channel some time back bound, I believe, for the Black Sea, but I have no post-war news of the movements of the Brazilian barque. All three of these ships are fine big barques of around 1,200 tons. They have big engines and every modern improvement, but they are still fine sailing-ships and they can sail, too. I ought to know. Last year I made a cruise with the *Eagle* over the North Atlantic. She can move along at a nice 16 knots with a strong breeze, and keep it up.

Indeed, if she can enter the race—at the moment, I understand it is doubtful whether she can—the *Eagle* would be my favourite, all things being equal, of course, and those swift-moving fore-and-afters allotted a class to themselves. The *Eagle* was in the Clyde earlier this summer and later visited Le Havre and Lisbon. She comes across to Europe each year, and I suppose her programme *could* be arranged to permit her to be at Plymouth around June next



The Norwegian barque "Statsraad Lehmkuhl," of Bergen

year. I hope so, anyway. She is a fine ship, well handled, and she has a keen group of officers and boys. Incidentally, the Coast Guard's experience with her is another answer (if we needed one) to those old die-hards and young know-alls who are always shouting about sail being doomed because nobody can handle the ships any more. You can't get crews, they say, and so forth, and so on. The *Eagle* has no regular crew. She is manned each year by a volunteer group of officers from the Coast Guard Academy, and her master is whatever U.S.C.G. captain happens to be appointed head of the seamanship division at the academy. He has to accept command of the *Eagle* in his stride, and get on with it.

He does. I know that, too. I have watched a couple of them on the job—Captain C. G. Bowman and Captain K. O. A. Zittel. Both of these able officers came to command the *Eagle*—a part-time job but none-the-less exacting on that account—after years in the ordinary C.G. cutters or aircraft. Bowman commanded an ice-breaker before coming to the *Eagle* and was ten years in the Coast Guard's air branch. Zittel came from a big cutter and, before that, a desk in Washington. They both sail the *Eagle* very well, and they *don't* just use the engine. Indeed, it is a point of honour to use the engine as little as possible.

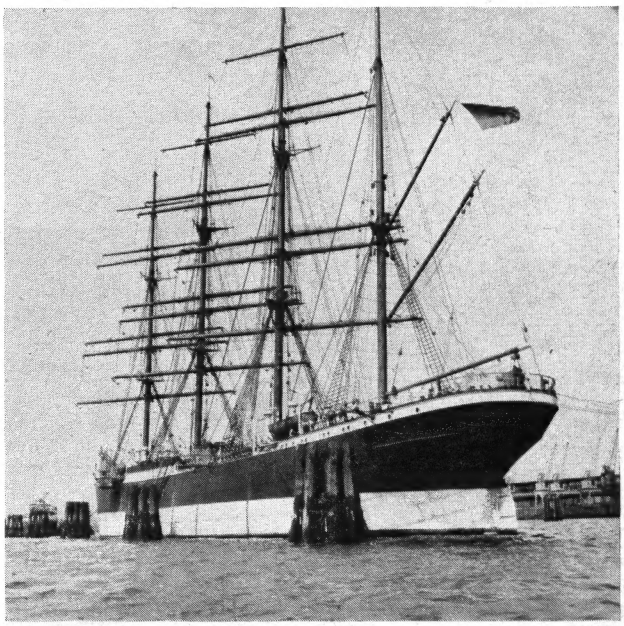
As for crew, they have the raw cadets—all the cadets, whether they like it or not. Some don't. The *Eagle* sifts them out and they can go their way towards land-bound occupations, at the end of the cruise.

I was in California and Oregon earlier this year, and just missed the visit of one of the big Japanese four-masted barques to that coast. The Japanese have no big sailing-ships other than these school-ships, and never had. Before the war, they ran a fleet of at least four big square-rigged school-ships, three of them four-masted barques and one a four-masted barquentine. Apart from junks, they had little sailing tradition. But the Japanese did all right, too, and now they have brought at least one of the four-masted barques back into service. She made a good impression on the west coast of the United States, and I hope she will be an entrant in this race.

As for the actual entrants, it is a bit early to say who will be in the event and who will not. But I hope a good "field" will show up. I have heard that the *Sagres* will certainly be a competitor (the Portuguese Ambassador is one of the patrons of the race), and the Bergen school-ship *Statsraad Lehmkuhl* could easily take the race in on her usual run across to U.S.A. Even if just the European school-ships can find time, they would make a fine group and ought to provide some very interesting sailing. In any event, the idea seems to me an excellent one and the course well chosen. There is a strong committee which includes the well-known off-shore racing yachtsman, Captain J. H. Illingworth, R.N., and Captain W. H. Coombs, C.B.E., R.N.R. Captain G. W. Wakeford, M.B.E., is treasurer, and the secretary—and moving spirit—is Mr. E. Bernard Morgan, a London solicitor. The present proposal is that the ships should assemble at Dartmouth towards the end of the first week in June and spend a pleasant week there with diversions such as pulling and sailing regattas and then sail on June 13th for Lisbon direct. As far back as March, I understand that seven countries had expressed at least the hope that their ships would be able to take part in the race.

I wish them all the best of luck. It sounds like a good effort, and it deserves to be a great success. And, maybe, one of these days we might have a square-rigger to put up ourselves.

The German four-masted barque "Pamir" is in commission again, with her sister-ship the "Passat"



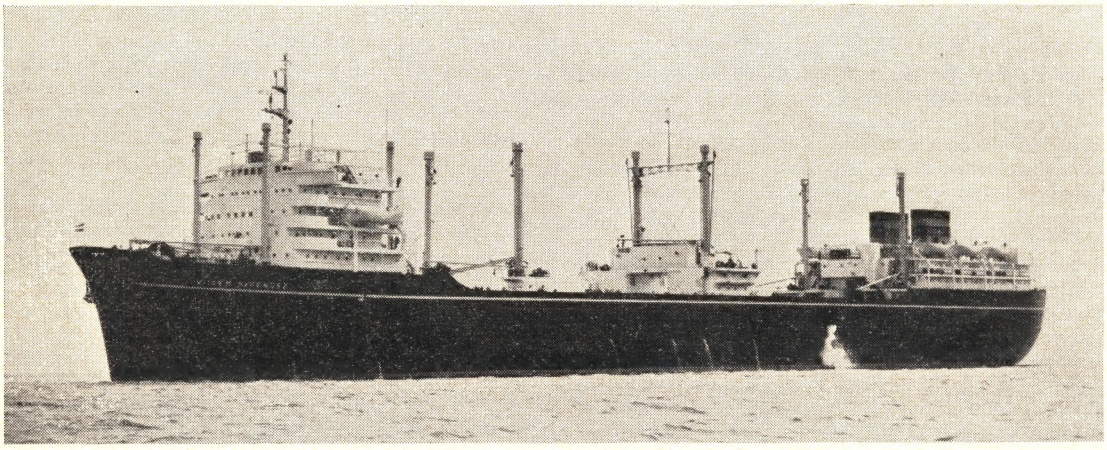
WILLEM BARENDSZ

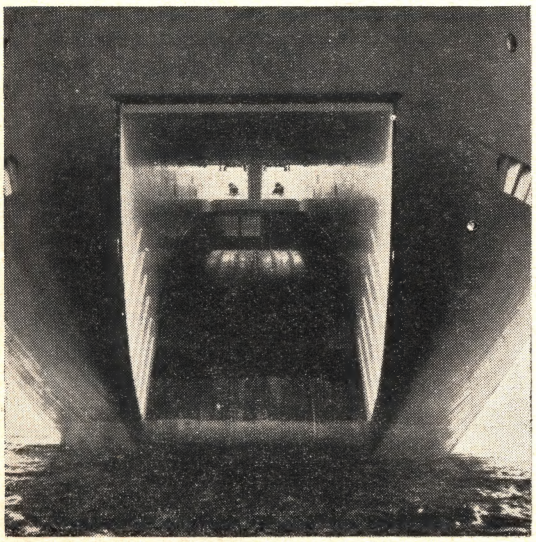
ALTHOUGH in early days the Dutch were to the forefront in whaling, their interest gradually waned and was not revived until about nine years ago when the then 15-year-old Swedish motor tanker *Pan Gothia* was bought and converted into the factory ship *Willem Barendsz*. Now, this vessel, which has a d.w. tonnage of 14,500, has reverted to her old status and been renamed *Bloemendael*, her place being taken by a new ship which has a deadweight capacity of 26,152 tons.

The order for the new *Willem Barendsz* was placed with the Dok-en-Werf Wilton-Fijenoord N.V of Schiedam in November 1951. Launched on November 20th, 1954, she was delivered in July of this year, the occasion causing much celebration at Schiedam. The new vessel, which is owned by the Nederlandsche Mij. voor de Valvisvaart N.V. and managed by Vinke & Co., Amsterdam, is one of the largest yet built in the Netherlands, having a displacement of 44,300 tons. She measures 677 ft. 5 in. in length o.a., has a breadth mld. of 90 ft. 3 in. and a depth mld. of 62 ft., while when laden she draws just over 35 ft. of water. Two sets of six-cylinder two-stroke M.A.N. engines, which have been made by the builders and develop 10,500 b.h.p., give a loaded speed of 14 knots.

In general layout the ship conforms to normal whale factory practice, with large stern ramp where two 40-ton cranes are fitted for hauling up the whales, a long flensing deck and beneath, a vast factory space,which extends nearly the full length of the hull. Here there is the usual array of boilers, rotating digestors, liver extracting plant, etc. Power for these and the rest of the ship's equipment is provided by eight oil-fired Scotch boilers. Beneath the factory and tank decks there are 12 quadruple sets of tanks for her oil cargo, which is handled by four steam

SHIPS





Above : The newly completed " Willem Barendsz "—the world's largest whale factory. She has a gross tonnage of over 26,800

Left : Looking up the stern ramp of the " Willem Barendsz "

Above (opposite) : The new German-built S.S. " Indian Renown " leaving Tilbury

Below (opposite) : The new Fred Olsen fruitship " Balkis " which is fitted with travelling deck cranes, details of which may be clearly seen in the cover picture

pumps, together capable of discharging 2,000 tons per hour. The crew, including factory hands, numbers about 500 and the accommodation is arranged aft in the 'tween decks and superstructure, and forward in the fo'c'sle and bridgehouse, the top of which is 10 decks above the waterline. On the navigational side the vessel is provided with the most elaborate and up-to-date equipment, including two radar sets, a Sperry gyro-compass and automatic pilot, echo-sounder, direction finder, course recorder and automatic Tyfon fog signal. There is also a plotting room, where the positions of the 14 attendant catchers and the dead whales are recorded. During the off season each year the *Willem Barendsz* can be used as an ordinary tanker, carrying all kinds of oil.

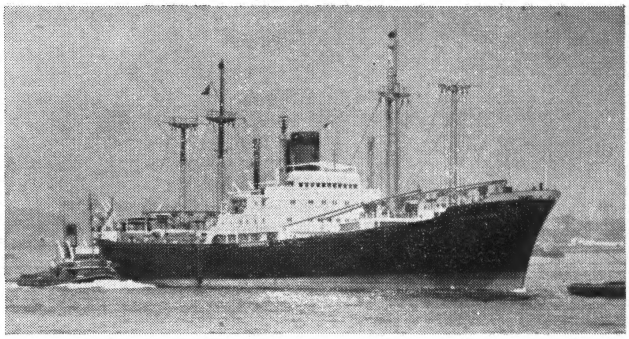
BALKIS

The fleet owned by Fred Olsen & Co., Oslo, is notable not only for its size but also for the number of most

in the news

interesting ships and designs that it includes. Further evidence of this company's progressive attitude may be seen in the 4,212 tons m.v. *Balkis* which was delivered to them by the Oresundsvarvet A/B, Landskrona, on April 14th. Designed for the Mediterranean service of Den Norske Middelhavslinje A/S and to carry fruit and vegetables, the *Balkis* has a service speed of 15¼ knots. As the illustrations show, the vessel has her machinery well aft of amidships, there being two large holds forward and a smaller one aft. The most notable feature of her design is the presence of two mobile electric deck cranes, mounted on hatch cover sections which are arranged to travel along the hatch coaming—probably the first instance of these being fitted to an ocean going ship. Her main dimensions are as follows: length o.a. 374 ft. 6 in., breadth mld. 50 ft., depth mld. to upper deck 28 ft. 10 in., draught (summer freeboard) 22 ft. 5 in., d.w. capacity 4,525 tons. The propelling machinery consists of a 10-cylinder Gotaverken type engine of two-stroke cycle S.A. crosshead type, and develops 3,650 b.h.p. at 160 r.p.m.

Beneath the fo'c'sle and combined bridge and poop there are two continuous decks and in each of the holds there are two tiers of 'tween decks. Aft, the lower hold and 'tween deck spaces are devoted to refrigerated cargo, of which over 46,000 cu. ft. may be carried. The two

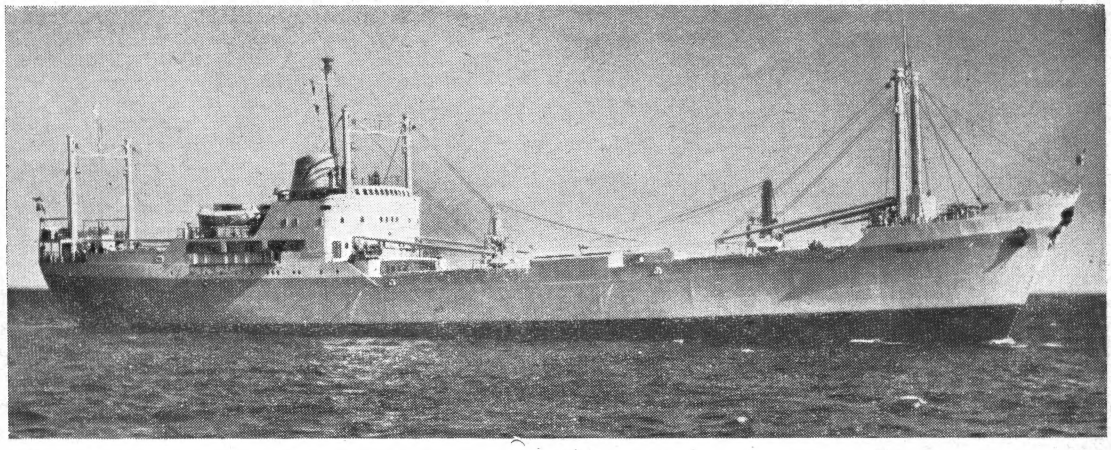


forward holds are much larger and are mechanically ventilated by 20 fans which can give up to 30 air changes per hour. At the after end of No. 1 hold and extending upwards to the level of the upper 'tween deck there is a deep tank which may be used for either dry cargo or vegetable oil. These holds are served by two long hatches, each 73 ft. 7 in., in length, which are protected by MacGregor sliding steel hatch covers, two sections of these at the same time serving as platforms for the travelling cranes, which have a lift of 3/5 tons according to radius. The forward hold is also served by two 10 ton derricks and the second one by two of 12 tons. Further aft the third hold is provided with two 5-ton derricks and one 1½ ton electric crane. There are also two small 1-ton derricks mounted on the after side of the mizzen mast. All the accommodation is amidships, where it extends over four decks.

Another smaller vessel of very similar layout, the *Balzac*, 3,610 tons gross, has since been delivered by the Oskarshamns Varv., Stockholm. Externally her main differences are a rather shorter well deck and the fitting of a bipod mast on the fo'c'sle, instead of twin kingposts.

INDIAN RENOWN

The India Steamship Co. Ltd., Calcutta, which started operations after the war with a couple of *Empire* and six *Victory* type ships, has now added two handsome newly-built vessels to its fleet. These are the *Indian Reliance* and *Indian Renown*, one of which is shown when on a recent visit to the Thames. Both were built and engined by the Howaldtswerke A.G., Hamburg, and were launched at a double ceremony on November 6th, delivery being made in January and February of this year respectively. In due course there will be four vessels of this class, for in Dec-



ember two further sisters were ordered from this shipyard.

Each of the first ships has a gross tonnage of 7,422 and a d.w. capacity of 10,000 tons, the load draught being 26 ft. 6 in. They have an overall length of 531 ft. 2 in., and a breadth mld. of 63 ft. Double reduction geared turbines of 9,000 s.h.p. give them a service speed of just over 17 knots. Each has six hatches, served by 21 derricks, including one for 50-ton lifts, and also a deep tank aft for the carriage of vegetable oil, etc.

One of the first of this company's units, the 7,319 ton *Indian Enterprise*, it will be recalled, was lost with all but one of her crew, in the Red Sea in June 1950, while carrying explosives. Their house-funnel design is black, with a red band and yellow star, the hull colour being black, the boot-topping red and the masts buff.

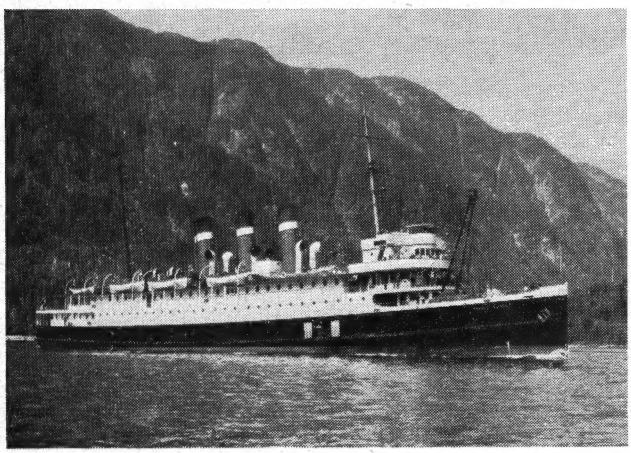
PRINCE RUPERT

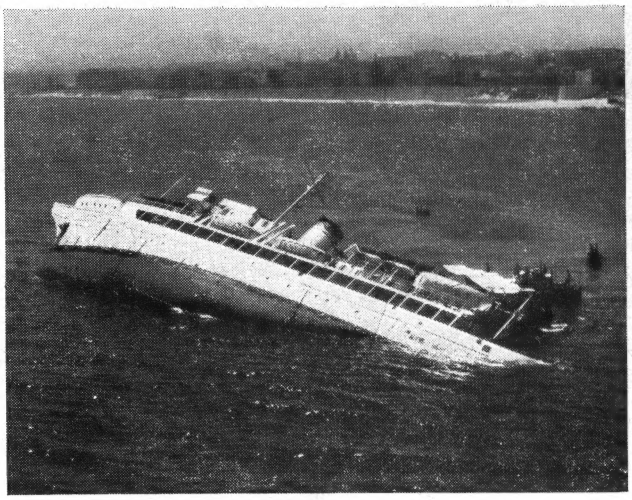
Following co-ordination of the Pacific Coastal services operated by the Canadian National Railways and the Canadian Pacific Railway, the former are now seeking a buyer for their s.s. *Prince Rupert*. This handsome old ship, which was built by Swan Hunters in 1910, has a special claim to fame, for according to her owners she was the first merchant ship under the British flag to have a cruiser stern.

She was the first of a pair ordered by the Grand Trunk Pacific Railway and which were designed to link Prince Rupert, the terminal of that line, with Vancouver and Victoria further south. In 1923 she and her sister ship *Prince George*, together with the rest of the Grand Trunk property were taken over by the Canadian Government, and since then she has worn the flag of Canadian National Railways. Both vessels measured 306 ft. in length, had a breadth mld. of 42 ft. and twin screw triple expansion machinery. At the present time the *Prince Rupert* is still good for 16 knots and has accommodation for about 206 first, 36 second and 60 steerage class passengers. The other ship was lost by fire off Ketchekan, Alaska, in September 1945 and was replaced three years later by a new and larger *Prince George*, which was built locally. This vessel, which has one funnel, is still in service.

In the course of her career the *Prince Rupert* has undergone several colour changes. Originally she had a light grey hull, this colour extending up to the fore deck level, the bulwarks above being white. She then had black, white banded funnels, the centre one alone bearing her owner's circular emblem. At a later date she had black hull and funnels, the centre stack carrying a mapleleaf design. Latterly the funnels have been painted red, with narrower white band and blue top.

The Canadian National liner "Prince Rupert" which has been offered for sale



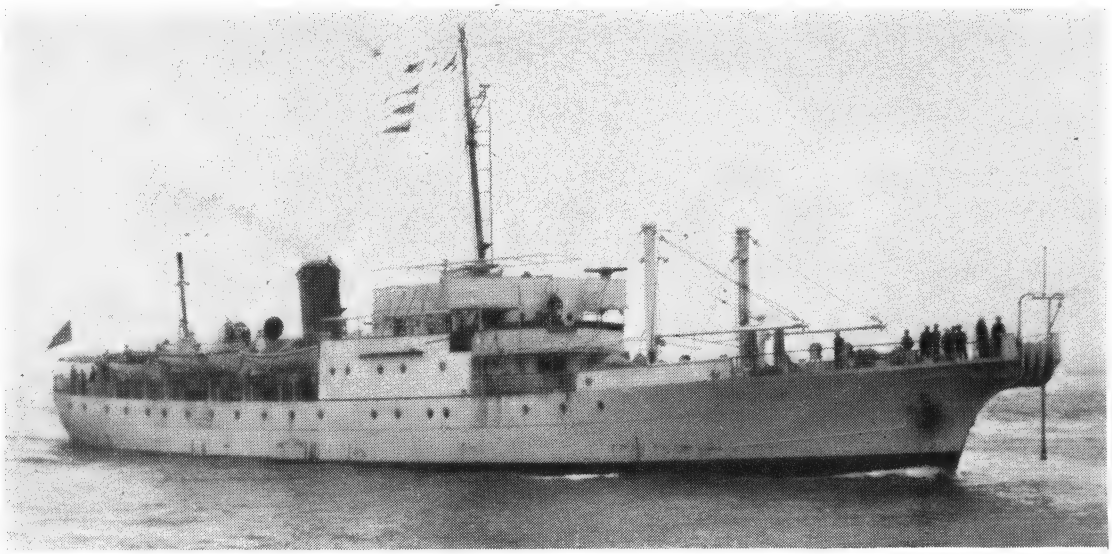


The "Star of Malta" on the rocks at St. Julian's Bay, Malta. This former yacht has been operating for some years between Malta and Syracuse

STAR OF MALTA

The 1,171 ton m.v. *Star of Malta*, which ran aground at St. Julians Bay, Malta, late in July, is an interesting ship which has borne a variety of names and is typical of the many former privately owned yachts which are now operating on local Mediterranean passenger services. Originally the *Camargo*, she was built by that famous American yacht building firm George Lawley & Son Corporation, of Neponset, Mass. A large ship of her type, she measured 225.2 ft. in length o.a., had a beam of 32.4 ft. and was powered by two Cooper Bessemer diesels. When the U.S. came into the war she was owned by the Dominican Republic as the *Rafsis*, but was loaned to the U.S. Navy for use as a patrol craft and she operated for the next few years as the U.S.S. *Marcasite* (PY28). After the war she had several changes of ownership. After a brief spell as the *Comando* of the Comando Compania de Nav., New York, who used her under the Panamanian flag, she was bought—in 1947—by a London firm, the Minster S.S. Co. Ltd., who renamed her *Westminster* and extended her accommodation, this being responsible for her change of tonnage, which was raised from 968 to 1,114 gross. Since 1952 she has been owned by Paul M. Leferle, of Malta, who gave the ship her present name.

The recent accident occurred in fog, when she was outward bound from Malta. As the photograph shows, she developed a very considerable list after striking the rocks and it was remarkable that all her passengers and all but one of her crew escaped with their lives. The *Star of Malta* was bound for Syracuse at the time, and the many persons there who had booked to return in her, instead of being stranded, were, thanks to a kindly gesture by the Royal Navy, brought across by H.M.S. *Scorpion*. After a fortnight on the rocks the ship was refloated by two salvage tugs, the Danish owned Em.Z. *Svitzer* and the Swedish *Herakles*, who brought her into the safety of Valetta Harbour on August 15th.



H.M. cable ship " St. Margarets "

Naval Photograph Club

BY P. A. VICARY

SOME criticism has been made in the House about the sale to Egypt of the destroyers *Myngs* and *Zenith*. Both vessels are of the later emergency war programme. The *Myngs* was built as a leader and is 1,730 tons; *Zenith* is 1,700 tons. It has also been announced that the *Zealous* and *Zodiac* of the same class have been sold to Israel. It is apparently Britain's policy of allowing arms for " defence " in fair allotments to Middle East countries. The *Myngs* and *Zenith* will be the largest units in Egypt's navy and provided that these vessels are used for defensive purposes only we may be justified in allowing Egypt to have two such powerful ships. But can Egypt be trusted with these vessels? Not long ago Egyptian shore batteries shelled the British ship *Anshun*, 6,224 tons, in the Gulf of Akaba. What guarantee is there that no aggressive use will be made by Egypt with the *Myngs* and *Zenith* upon merchant shipping engaged upon their lawful business in the Canal Zone?

The new fast patrol boat *Dark Aggressor*, the first of a new class powered with Napier Deltic diesel engines, has been accepted by the Royal Navy from Messrs. Saunders Roe. The craft is 71 ft. 4 in. in length with a beam of 19 ft. Maximum draught is 6 ft. 1 in., and the fully loaded weight is 64 tons.

A Royal Navy frigate is to make a six months' scientific expedition to remote Gough Island in the South Atlantic —1,500 miles south west of Cape Town. The expedition is a private one to which the Duke of Edinburgh has contributed. It is being supported by the Royal Geographical Society, the Scott Polar Research Institute and a number of other British scientific institutions. Gough Island, which is 220 miles south of Tristan da Cunha and is uninhabited, was visited in 1731 by Captain Gough. Its highest point is about 3,000 ft. and has sharply rising cliffs up to 1,000 ft. Large numbers of albatross and penguins nest on the island. The expedition will start from Simonstown.

Operations have been commenced in Loch Alsh on the wreck of the *Port Napier* by the Boom defence vessel *Barglow*. The *Port Napier*, 9,600 tons, belonging to the Port Line was requisitioned for the Admiralty and converted into a minelayer; she subsequently caught fire and sank at her berth in Loch Alsh on November 27th, 1940, with 500 mines on board. The operation will consist of external and internal surveys to ascertain the condition of the wreck. Subsequent operations will depend upon the result of these surveys.

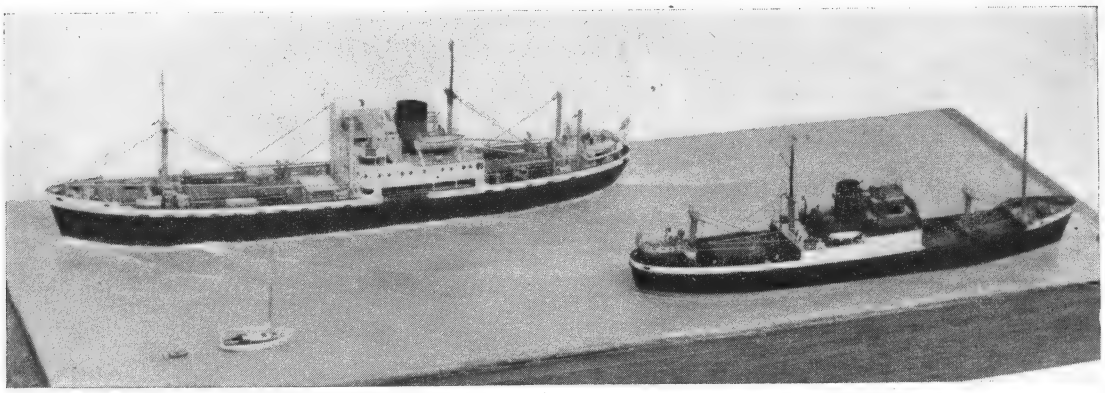
H.M. cable ship *St. Margarets*, which has been carrying out repairs to cables at sea, has returned to Portsmouth. Our photograph shows the vessel entering harbour. Two surveying vessels, the *Dalrymple* and *Owen*, have returned to the United Kingdom after two years' foreign service. (The *Dalrymple* has carried out surveys off Zanzibar and in the Mediterranean.)

The Hunt class frigate *Eglinton* has been brought forward from reserve and prepared for operational service in the shortest possible time. The vessel has been in reserve at Hartlepool and has had her kooncoting and dehumidification equipment removed under operation Sleeping Beauty and has proceeded with a full crew to sea, her machinery working perfectly. She will put in at Portsmouth where all her guns and fittings will be examined.

Two Hunt class destroyers, which have been converted to fast frigates by Messrs. J. S. White & Co., Cowes, have been handed over to the Ecuadorian Navy. They are the *Quantock* (renamed *Presidente Alfaro*), and the *Meynell*. Both vessels belong to the Atherston class and were laid down in 1939. The personnel strength of Ecuador's navy is about 2,500 officers and men. Her largest ship at present is the ex-U.S.S. *Covington* renamed *Guayas*.

The new Canadian destroyer escort *Terra Nova* has been launched at Victoria, British Columbia. Cost will be £5,357,000.

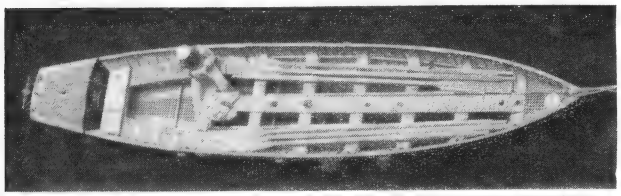
Ships at the "Model

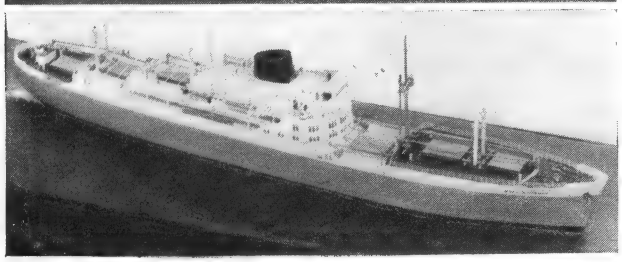


THE number of exhibits this year is a little down on previous years. Why should this be? The continued spell of fine weather cannot be blamed for the somewhat low standard of craftsmanship, but it could account for the smaller number of exhibits. The answer must be that 1955 is just a bad year for ships in model form. Who can remember a year when the judges (all six of them) declined to award the two Championship Cups in the four classes, i.e. sailing ships and steamships, either working or non-working models? Fortunately the newly instituted Championship Cup for miniature ship models relieved the sense of gloom. There was some fine work to be seen among the miniatures but one looked in vain for the "star" exhibits which usually crown the end of each stand. The standard of modelling is generally so high as to require several years of work on a model. Last year and 1952 were good years. Maybe we'll have to wait until 1957 to see their equal again, especially in the bigger models.

The miniatures *are* holding their own and it is well they should be honoured with a cup of their own. The first winner is Mr. R. Carpenter, D.S.C. with his scenic group of miniatures the m.v. *Trentino*, m.v. *Beachy*, etc. This exhibit is quite equal to his past work. He has chosen an outward-bounder passing a homeward-bounder in an estuary. This offers full scope for the subtle distinctions in "finish" of the freshly painted and the weather beaten ships. The deck cargo of tractors and other awkward machinery supplies colour to his unusually neat work. His "sea" was good though severe, and was typical of

Above: *Winner of the Miniature Cup, m.v. "Trentino" passing m.v. "Beachy Head"*
Below-upper: *A beautiful model of an admiral's galley which was awarded a silver medal*
Below lower: *A fine miniature of m.v. "Port Brisbane" by a modeller heading for high honours*
Bottom right: *A Dutch boeier, the work of an octogenarian*



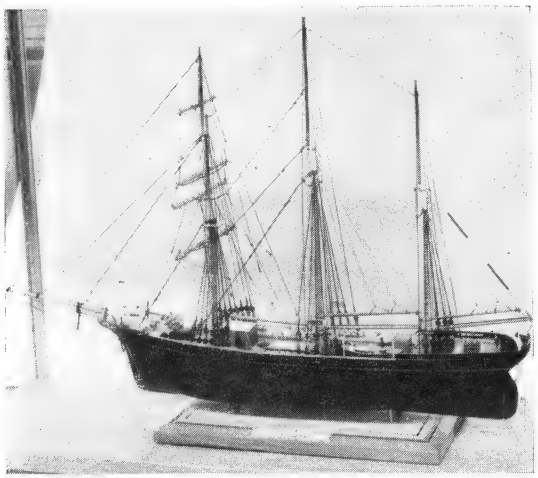


Engineer" Exhibition

By Jason

any estuary. As usual he has a number of men about his ships. Two of them on a stage were overside washing the white of the midship "island" and they stood out. Congratulations Mr. Carpenter.

Mr. C. A. Chapman's admiral's galley came in for much favourable comment. Those who saw his admiral's barge alongside a West Indian jetty a few years ago when it won the Championship Cup, will be delighted to know that this year that same model was awarded the Duke of Edinburgh Challenge Trophy. Returning to Mr. Chapman's entry this year he chose as his subject the admiral's galley lying at the quarter-boom of H.M.S. *Spectator*. One single boat keeper was sitting down polishing up rowlocks with Bluebell. Every detail in this ½-in. scale service boat was faithfully reproduced. Each oar was a masterpiece in itself. The yoke was of ornamental metal and a delight to the eye. Perfect painting and wonderful woodwork earned Mr. Chapman a Silver Medal.



A Bronze Medal was secured by Mr. J. T. King for his model of the *Port Brisbane*. Here is a high standard of miniature work which closely follows that of Mr. Carpenter for neatness and expression I like his rails and boat work but why did he not hoist an ensign? The vessel was under way and had a 2-flag hoist flying.

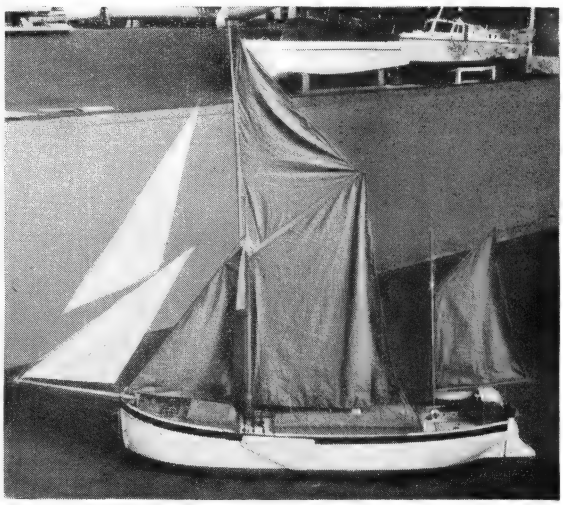
Before discussing the miniatures in a general way reference will be made to Mr. Freeston's entry of three inshore fishing boats from the East Anglian coast. By these he gained the H. V. Evans Trophy which is awarded for research or original presentation of a ship model. Mr. Freeston has done some "field" work on these boats and thereby preserved in a tangible form, craft which are dying or dead. Exhortation is made to some of the many modellers round our coasts for help in this work of the preservation of this knowledge. These are usually open boats with interesting items, work, and design. For example, the Sheringham crabber has the mizzen sheet through the stern post with a turn or two round a member fixed across the gunwales. Then again there are holes through the top strake, Viking fashion for the oars. When carrying the boat up the beach the oars are rove through both sides to afford stout handles for lifting the boat. A few miles down the coast the Aldeburgh sprat boat sports thole pins. Between these boats is the Lowestoft shrimper with the dipping lug and triangular mizzen. A beamy and somewhat heavy boat, it is operated by a one-man crew and uses a 15-ft. trawl.

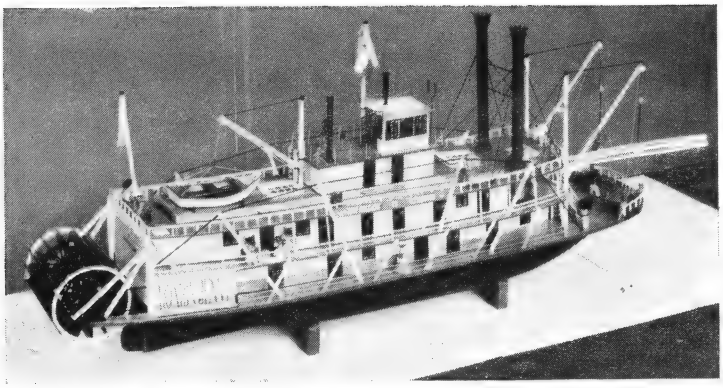
Here is a quick glance at some of the other entries in this

Left upper: A neat model of the barquentine "Waterwitch"

Left lower: A bamboo raft "Chu Pai" from Formosa awarded the Maze Cup

Below: Model of the famous "Will Everard" one of the few remaining Thames barges



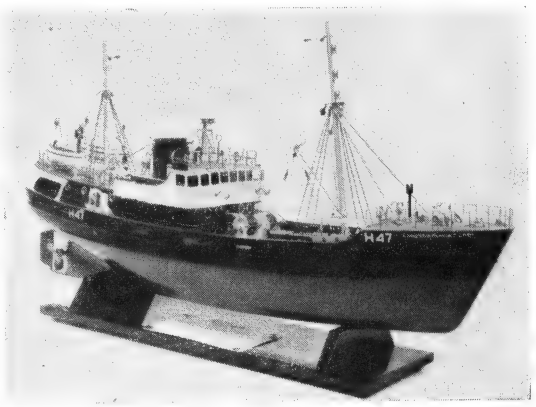


A 5-ft. working model of the Mississippi stern-wheeler "Roarin' Jenny."

class. A regular competitor presenting bottle models is Mr. Alex Spraggon and this year he was joined by Captain Gardner with a tiny example; Mr. Fisher who found a small size dimpled bottle for use, and a coaster inside a large bottle with an unusual neck, the work of Mr. E. C. Bailey. An octogenarian Mr. Baynes-Rock showed a Dutch boeier. This was well made and of unusual hull construction. He fully earned his V.H.C. Diploma. A colourful scenic an Elizabethan ship, obviously following closely the *Elizabeth C. Jonas*, was submitted by Mr. M. H. A. Kempster (Bristol) which was made the more effective by two boats being pulled off to the ship. The 50 gun ship 1733 by Mr. D. B. Stevens (Bristol) had excellent rigging but I did not like the white ridges of seas continuous from side to side of the scene.

The small Scandinavian brigantine by Mr. A. Lench shows good promise. I was puzzled by his Scandinavian flag. The white blobs on his bobstay reminded me of the sparrow warnings on telegraph wires. The small yacht *Flica* shows promise but I would advise Mr. Cook to work in a larger scale if he keeps to open boats for his cat rigged dinghy did not do justice to an interesting type, so small was it. Much better open boat work was to be seen in the two models by Mr. B. Haddock, viz., a fifie and a scaffie. Here is work which is complementary to that of Mr. Freeston. In this type of work there is mucn scope for exacting detail work.

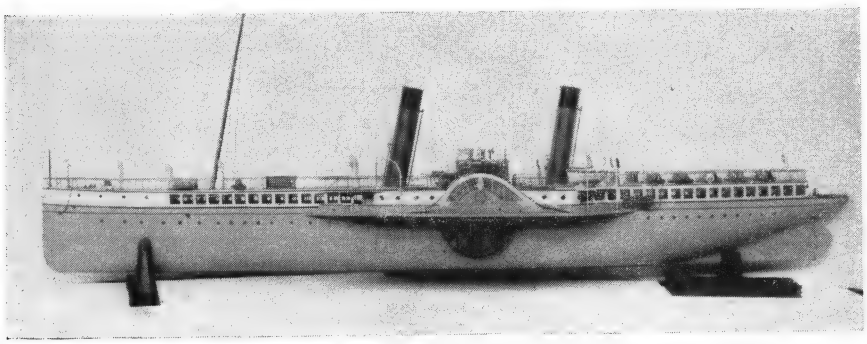
Mr. Beasley won a diploma and the Hampshire Prize, for his fine little St. Ives mackerel driver a Cornish lugger type, an "action" scenic with a good "sea" in the true Hampshire manner. Henri Chauvaux is to be complimented for his excellent presentation of an Indo-Chinese small junk and in the same manner he offered a group of small vessels including a Shetland sixern, rowing boats, dinghies, and a motor boat. Base mirrors reflected the hull bottoms. the whole being a very neat job. Mr. Gray a regular entrant showed the Clyde paddler *Jupiter* and as usual his interior work was meant to be seen but he still lacks that "finish" in painting deck details which is so necessary in this scale. He has however made wonderful advances in the last year or so. Mr. Elve's *Prince Charles* passing South Goodwin light vessel is quite up to his usual standard. H.M.S. *Daring* caught my eye for its clean cut work and its "atmosphere" of Malta. Mr. Shelton with his m.v. *Ajana* has changed his scale to something much smaller but he still lacks the tricks of finish and some of his deck details are "heavy." Undoubtedly he has improved. The miniatures are still the largest class in the ship models. Here are some extracts from my notes on the sailing ships section. There were no less than five *Cutty Sarks*, yet not one of them ranked in the first flight and the best of them earned a "highly commended." Faults? The usual kind found among beginners. Nearly all lacked the hull form of this famous vessel. One of them had nearly a square stern at poop level extending the full beam amidships. No two agreed in colouring of spars and deck-houses. There was not a single galleon on show for the first



A trawler with the "New Look," a well-detailed, handsome job

time in a score years or more. Reef points tripped up a number of modellers. One had reef points on one side of the sail. Another had them so short that it would have been quite impossible to tie a half hitch. The purpose of reef points is to hold part of the sail to the boom or yard within the confines of the two ends of the reef points, when tied with a reef knot round the spar.

The best of the sailing ships was our old friend *Water-*



The Clyde paddle steamer "Glensannox" of nearly 50 years ago. A splendid 5-ft. model with feathering paddle wheels

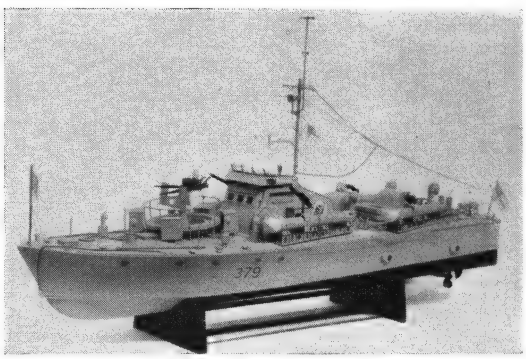
witch the well-known barquentine, by Mr. D. R. T. Grant of Bournemouth. He won a Bronze Medal for his effort. The maker will probably be surprised to hear that his entry was the best sailing ship in the competition section. So was I. His spars and rigging were good, his hull too was of a good standard. A good test for almost any model is the boatwork.

The Maze Cup was won by Mr. Bailey with his *Chu Pai* a chinese bamboo raft. This is a working model and features three drop-keels. In addition there is the first class passenger accommodation, a tub amidships for one man. All the others get wet. The model faithfully portrayed the discription by Mr. Worcester who has spent a lifetime in China.

Two young brothers presented excellent work, a slaver 1832 and a Bermudan sloop. These were described as working models but I saw no evidence that they carried sails or even could fit them. However the brothers Andrews are to be congratulated on their neat clean work. Two Thames barges the *Will Everard* and the *Normanhurst*, were excellent examples of this type and the former won a Bronze Medal. The latter, in spite of the brasswork, won a V.H.C. diploma. Messrs Brown and Hardy deserve our congratulations. Two other working models in sail were the three-masted ship *Ariel* and the four-masted topsail schooner *Alain Gerbault*. The former achieved Bronze Medal standard for its robustness, simplicity and faithful appearance. The latter while it had an excellent finish and a fine suit of sails went astray on hull form which dropped it to the best of the diplomas. In crossing over to the steamers, I took note of the Willis Cup awarded to the 15 c.c. hydroplane *Karima II* by Mr. D. Savage, which was noteworthy for its excellent finish.

Generally the steamers were slightly better than the sailing ships, for they mustered half a dozen Bronze Medals. Probably the entry which attracted most attention was the old Mississippi stern wheeler *Roarin' Jenny*. This 5-ft. working model by Messrs. Rawlings and Bray, was colourful and had a few people about the decks mostly coloured folk. Historically minded people may care to work out the period for her " Old Glory " had 38 stars. *Fidelis II* was the very opposite, being a sleek light pointed motor boat of pleasing lines and excellent finish. Her i.c. engine was neat and well laid out in her roomy interior all of which earned the maker Mr. G. L. Jones a Bronze Medal.

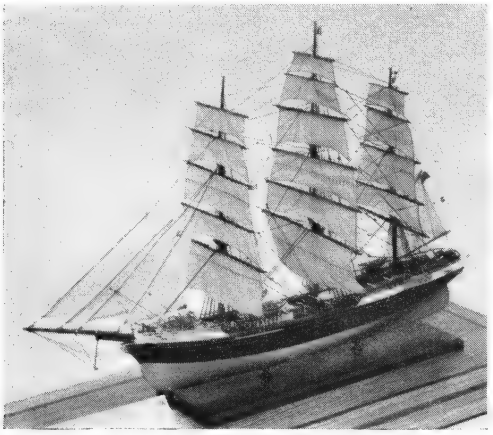
More than a quarter of the power boats were radio-controlled and most of the entrants took full advantage of the water tank fitted with a scenic dock. One of the best



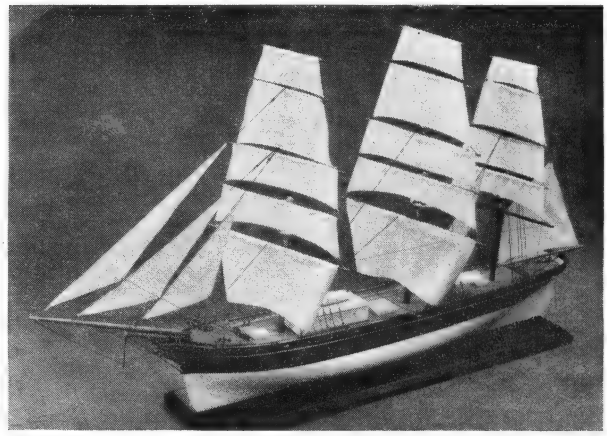
M.T.B. 379, *a clean-looking* 36-*in. working model*

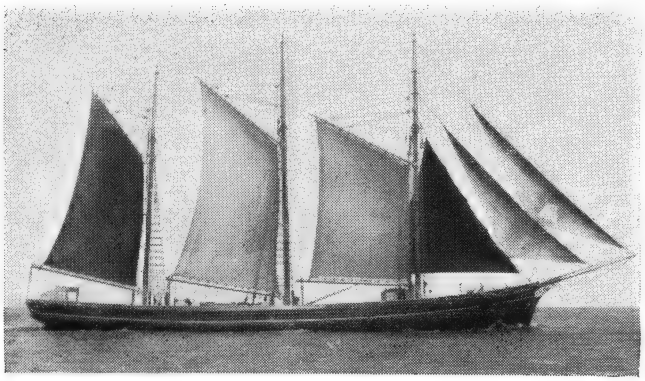
looking models was the m.v. *Royal Sovereign*. It may be that we have got used to motor boats and tugs on the tank and this was a refreshing change. I liked very much the trawler with the " new look." It was robust and yet detailed with an excellent power unit. This popular model was well worth the Bronze Medal. The " Ships & Ship Models " Prize, went to Mr. A. Attwell for his Vosper R/C M.T.B. Mr. A. S. Miller's *Glensannox*, a paddler of 60 years ago, attracted much attention and a Bronze Medal. This 5-footer was picturesque yet robust and we do not often see the feathering blades of the paddles these days. The *Royal Barge* an R/C working model by G. H. Wilkin naturally attracted much attention but I did not think that the decorative dolphins on either side of the Royal well was up to the standard of the rest of the fine work. H.M.S. *Matapan*, a Battle class destroyer, earned a Bronze Medal with detail work up to miniature standard and a wealth of detail that gave a pleasing effect. Interesting indeed was the *Atlantis* a German sea raider of the war showing how the guns and torpedo tubes were concealed. Mr. Wilhelm Vollmer (of Hamburg) is to be congratulated on a fine piece of work which secured a Bronze Medal. Mr. E. N. Taylor submitted a scenic model of the Cunarder R.M.S. *Saxonia*. This well-known modeller of experience submitted a near perfect model but was handicapped by the incompleteness of the case and setting else he might have bettered his award of a Bronze Medal. Space (or lack of it) precludes my dealing with many other models and especially the loan models which helped to brighten a not so bright array.

The work of a veteran modeller in a new sphere: Milne's ship " Torrens "



A working model ship " Ariel," a good example of stripping down to the bare essentials





At sea under all plain sail

'KATHLEEN

Last of the

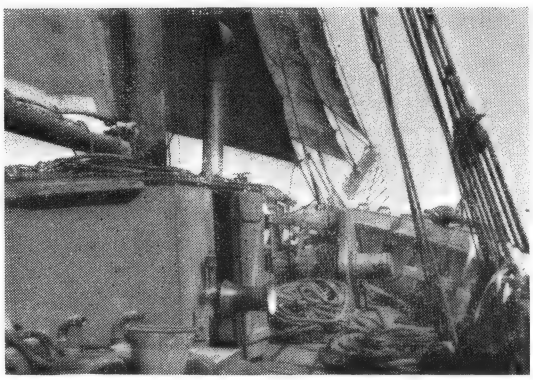
By Richard J. Scott

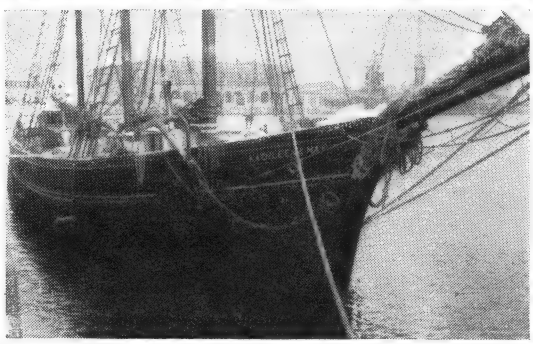
STILL very much to the fore is the fine little three-master *Kathleen* & *May*—last of the West Country schooners and, indeed, the last English wooden schooner still trading. There are only two others, both steel auxiliaries, still in active existence under the Red Ensign in home waters. But it was in the wooden craft that the British coaster made its name. The absorbing story of these hardy craft is preserved in Basil Greenhill's book "Merchant Schooners" and now as a little postscript I should like to pay tribute to the last of them, *Kathleen* & *May*, and her grand old skipper Captain Tom Jewell, of Appledore.

Captain Tom first went to sea in his father's ketch *Dolphin* in 1910 and served in a number of coasters, including the well-known ketch *Ketch*, before he bought the *Kathleen* & *May* from Fleming's, of Youghal, in 1931. She cost £1,700 then and he spent a lot more installing an auxiliary and refitting her. She had been built at Chester by Ferguson & Baird in 1900 as the three-masted tops'l schooner *Lizzie May*. She measured 136 tons gross, 99 net, with dimensions 98.4 ft. × 23.2 ft. × 10.1 ft. In hull form she was very similar to the schooners *Earl Cairns*, *Agnes Craig* and *Windermere* (last named still afloat under the Irish flag) all of which were products of the same yard. On passing into Irish ownership in 1907 her name was changed to *Kathleen* & *May* after two members of her new owner's family, but to this day she still retains her original title on the bell over her windlass.

In the thirties, she worked the Bristol Channel and Irish south coast trades, using sail and power to great purpose. Unlike so many other powered schooners she still carried full three-masted fore-and-aft rig even to the extent of gaff tops'ls. As a matter of fact Captain Jewell once told me that he believed schooner losses in latter years were in no small measure due to insufficient canvas area to carry on when low-powered motors failed. In the words of Captain Jewell they were "neither motorships nor sailing vessels." On one occasion he had engine trouble off the Mersey Bar L.V. so he just sailed his ship right up past Liverpool to Garston. He could still do that today with the workable canvas he carries. Again in the Mersey, outward bound, he overhauled and passed out a modern steam dredger which at the time was going full ahead—and the schooner had her engine off.

The advent of war in 1939 did not deter Captain Tom. No, he just continued working the Bristol Channel grain routes and, at the same time, kept the Carrigaline (Co. Cork) potteries going with china clay. This latter trade was extremely risky as he had to cross the dangerous Western Approaches which were





Upper : *The deckhouse and the old-fashioned windlass*

Lower : *The ship from forward showing her graceful bows*

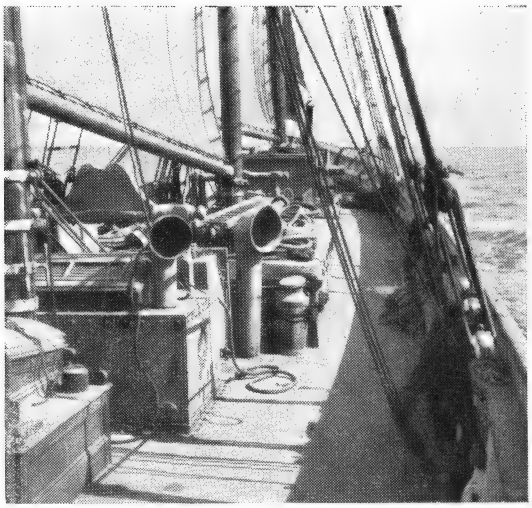
& MAY'

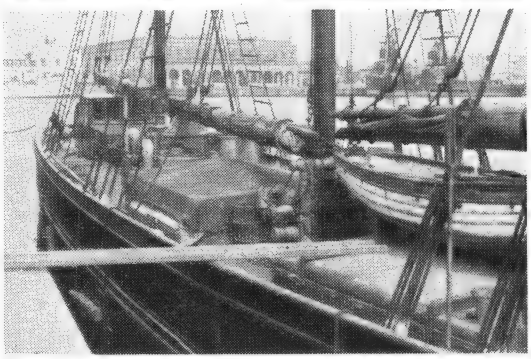
wooden schooners

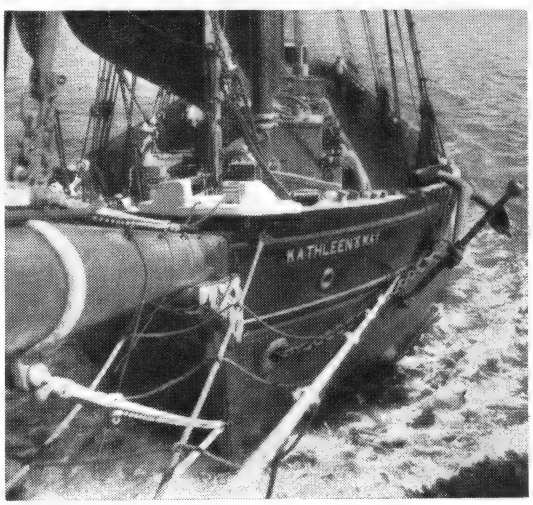
receiving close U-boat and Luftwaffe attention. Fortunately, he escaped attack and today he is still faithful to that service. His ship is a welcome and regular visitor to the yachting centre of Crosshaven where he discharges the clay.

In 1947 his beloved vessel had a nasty collision with a trawler in a Welsh port. Her bows were stove in and extensive damage sustained right back to the foremast. With nursing, so rare elsewhere nowadays, Captain Tom coaxed his craft back to Appledore where the willing hands of the skilled P.K. Harris shipwrights soon restored her to health again. Not only did she have her working gear and damaged major fittings renewed, but Captain Tom saw to it that she had even a new piece of scroll work under her bowsprit. She emerged without her short topmasts, but with three pole masts which in no way impaired her appearance. What a change from the policy of so many other schooner owners in the last decade, when every dockyard visit signified some further cutting down of all that was traditionally lovely in the coastal sailer of old !

Though a schooner, *Kathleen* & *May* is by no means an outdated relic trudging wearily on her last legs. Today she is perhaps a better commercial proposition than she was in her youth. She is equipped with a fairly new 133 b.h.p. Crossley diesel motor, radio-telephone and a receiver for'ard for the crew, electric light and calor gas, to mention but a few refinements. Captain Jewell spares no trouble or expense in seeing that she is in first-class trim—no makeshift repairs or shoddy wornout canvas aboard *his* ship. Few who have seen her in port can help but pause to admire how well she is maintained—spars well scraped and oiled, good sail covers and gear, clean white bulwarks and trim redleaded decks. Yet she never carries more than four souls and sometimes only three. I say " souls " because there is one extra unsigned crew member aboard always—" Mick," the ship's dog and rodent exterminator. Mick like all his shipmates (except the skipper) is Irish. John McGrath, the mate, has been with Captain Jewell over 15 years; he hails from Youghal and is as proud of his ship as is the skipper himself. I made a short passage with them last autumn from Dublin to Drogheda and before we cleared the Dublin Bar buoys they had the schooner under two jibs, fore stays'l, fores'l, main and mizzen with the ease of a yacht's crew in a well-found little craft. Long may they continue to do so.





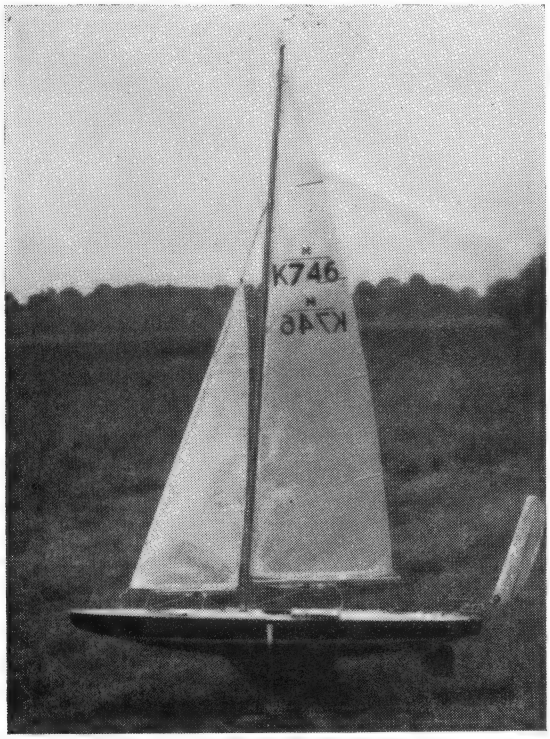


Upper : *View looking forward showing deck layout*

Centre : *General view of deck looking aft*

Lower : *View from bowsprit taken while under sail*

GUY BLOGG'S 'MANATEE'



ON a recent Sunday we attended a team match between M Class boats of the Y.M. 6m O.A. and the Poole Model Yacht Club. There was a fresh south-westerly breeze, but all the boats were carrying top suits of sails except Guy Blogg's *Manatee*. (Some of them might possibly have performed more efficiently in second suits.) The lake at Hampton—Rick Pond—has natural shelving sides so that the wave formation is much more natural than on the many wall-sided lakes used for model yachting.

We were rather impressed with the sailing of *Manatee*, of which we had heard, but had not previously seen in action. She was designed by Guy Blogg on his "circular sections" principle. All the sections are circular, with their centres 2.8 in. above the L.W.L. and the midship section has a radius of 5.6 in. She has a 4 in. forward overhang and 1 in. aft, so that her midship section is 26.5 in. from the stem head. The profile of her canoe body is an arc of 91.8 in. radius. She has a transom stern and her bow is rounded somewhat after the fashion of H. B. Tucker's "Ducks." She is planked in mahogany and her lead fin is encased in bronze. The builder is Mr. H. K. Corby who has made a superb job of it.

Running downwind she planed at times in a rather spectacular fashion with no tendency to broach, and to windward she sailed fast and quite close to the wind. To windward there was, at times, a slight appearance of slamming but the waves did not reduce her speed appreciably. At comparatively slow speeds she makes good use of her entire length with the exception of $\frac{1}{2}$ in. or so at her stem where the profile is curved upward sharply to the deck. Altogether the design, while perhaps not ideal for all conditions of sailing, has qualities which are worthy of careful consideration.

TOPICAL DIGEST

Fibre-Glass Boat for King of Iraq

Owned by the King of Iraq, a boat named "Queen Alia," built to the Flying 15 class, has recently been completed by the Medina Yacht Co. Ltd. of Cowes.

The hull of the "Queen Alia" is made of fibre-glass, a synthetic material which is being used increasingly by boat-builders. It is claimed for fibre-glass that hulls made from it cannot leak, since they have no seams, and therefore have no caulking. In addition, they cannot rot, are not attacked by worm, do not necessarily have to be painted or varnished, cannot absorb water, and therefore cannot become water-logged, and that, while they are no heavier than wooden hulls, fibre-glass boats have the tensile strength of steel, and are so tough as to show no marks from rough handling.

The "Queen Alia" is fitted out with nylon ropes, stainless steel rigging and chromium fittings. She will be shipped out on the King of Iraq's motor-yacht, which is now having a refit at Messrs. Thornycroft's Woolston yard, Southampton.

Sale of Destroyers

Answering criticisms in the House of Commons recently on the sale of two destroyers to Egypt—a country which declared itself at war with Israel and had recently fired on a British ship—Mr. Anthony Nutting, the Minister of State for Foreign Affairs, stated that Britain had also released two similar destroyers to Israel. We wanted, he said, to keep deliveries of arms out of the hands of less responsible governments, but were following a policy of providing limited quantities to Middle East states for legitimate self-defence.

Freeing Ships Of Barnacles

Details of a successful experiment in freeing the hull of a ship from barnacles have been revealed. The vessel concerned is the P. & O. twin-screw diesel ship "Soudan."

The experiment was described by Mr. M. H. M. Arnold, a representative of the Birmingham firm of Postans. Pointing out that barnacles reduce the speed of a ship when they attach themselves to the hull, he said the object of the experiment had been to make the hull an unattractive resting place for the barnacles. For this purpose a method of creating vibrations had been adopted. The vibrations were like sound waves, but their frequency was too high to be heard. A bundle of nickel plates was soldered to the hull of the ship and wound round with a coil; through the coil alternating current was passed, to produce the desired vibrations.

Mr. Arnold said the "Soudan" had been fitted with the experimental equipment last November, before she sailed for the Far East. After the voyage the ship returned to dry dock at Rotterdam, and her hull appeared to be clean. The experiment was repeated on a second trip to the Far East. After a further inspection the hull of the "Soudan" again appeared to be clean.

H.M.S. 'GREY GOOSE'

. . . which after an exciting career during the war is now being used for experimental purposes

By Laurence Dunn

This bow view shows the graceful lines of the hull

H.M.S. *Grey Goose* (Lieut.-Cdr. D. W. Wilson, D.S.M., R.N.), renowned as a steam gunboat during World War II, has been converted into a floating test bed. Re-commissioned on June 22nd, she joined the Trials Squadron at H.M.S. *Hornet*, the Gosport Coastal Forces Base. Two experimental Rolls-Royce R.M. 60 marine gas turbines of advanced design have been installed in her and they transmit their power through Rotol controllable pitch propellers, which obviate the need for reverse gearing.

The structural alterations as well as the installation of turbines, propellers, shafting and electrical equipment were carried out by Messrs. Vosper Ltd. at their Camber yard, in conjunction with Messrs. Rolls-Royce and Rotol. The conversion was a very thorough one, the vessel being stripped down to an almost bare hull. This was reconditioned, after which new accommodation, the necessary generators and navigational arrangements were installed. Armament had previously been removed.

THE R.M. 60 GAS TURBINES

The *Grey Goose* was originally powered by two 4,000 h.p. steam turbines of a design which then represented the lightest steam machinery yet produced for naval purposes. Her two new R.M. 60 engines each develop 5,400 b.h.p. and this gives an increase of some 35 per cent. in total power. This is combined with a reduction of 50 per cent. in machinery weight and a saving of about 25 per cent. in machinery space.

Soon after the end of the war, as a result of discussions between the Admiralty and Rolls-Royce, the latter was given a development contract and after much work on the drawing board, the detailed design was started in January 1948. The prototype ran for the first time in June 1951. In order to achieve the maximum economy, especially at partial powers, selection was made of a cycle which includes one axial and two centrifugal compressor stages with intercooling between stages. Located in the exhaust system is a heat exchanger which can be by-passed in order to obtain satisfactory power in tropical conditions.

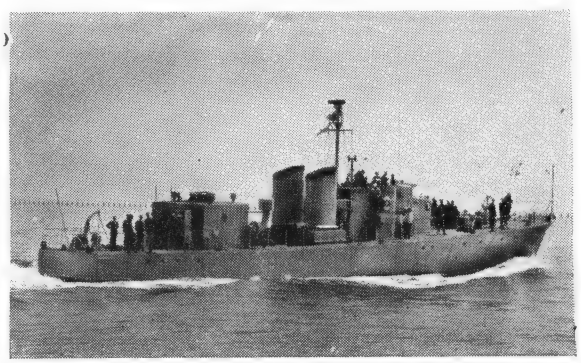
Two thousand hours of running were carried out on the test bed at Messrs. Rolls-Royce's Derby works, these being followed by sea trials which lasted a period of nearly a year. Now that the *Grey Goose* has been handed back to the Navy further rigorous trials will take place, but it can already be stated that much valuable experience has been obtained and a considerable step forward in marine gas turbine technology has been achieved.

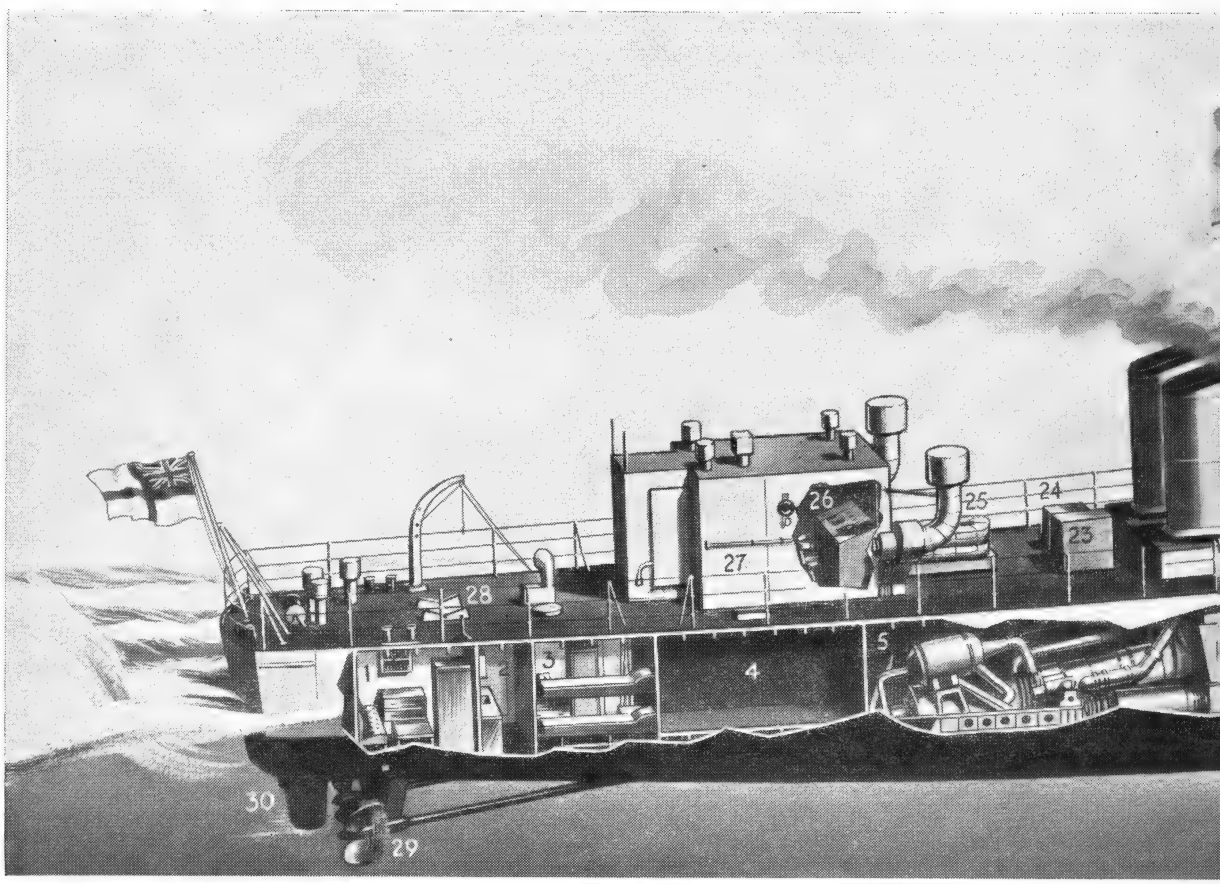
THE CONTROLLABLE PITCH PROPELLERS

These gas turbines cannot be reversed. The controllable pitch propellers not only provide for reversing, but also for selecting the optimum pitch for conditions of boat speed and loading. The propeller pitch is locked and cannot be altered above 600 s.h.p. at the full ahead position. Below this power, however, any pitch can be selected. The total pitch is from 40½° to 90° ahead and through a zero thrust angle of 90° to 134° astern.

The pitch-changing mechanism is hydraulically operated by a simple piston and cylinder assembly situated inboard. Attached to the piston is a rod that passes down through the hollow shafting. The after end

View of the ship from the port quarter: note the different trim when travelling at low speed



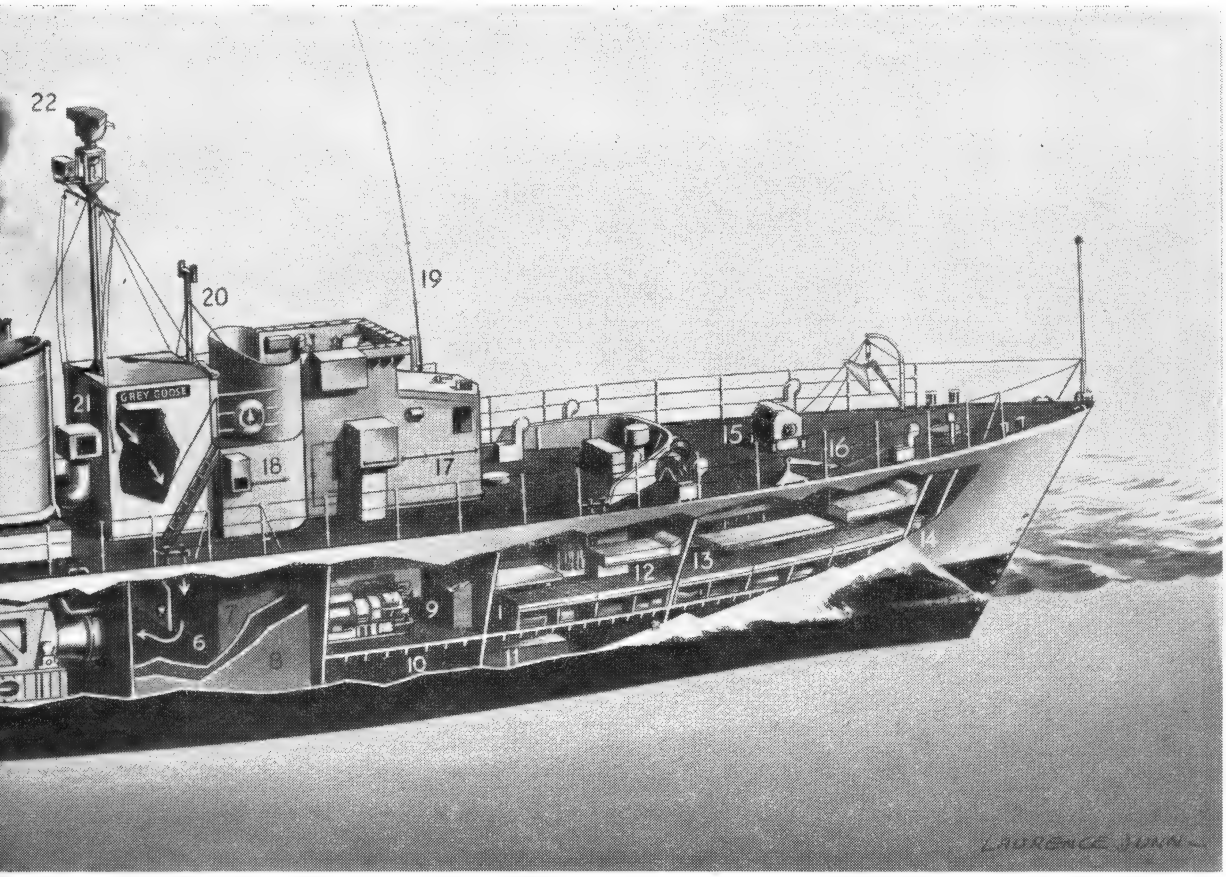


KEY

1. *Officers' cabin (wardroom beyond)*
2. *Pantry*
3. *Officers' cabin*
4. *Fuel space*
5. *Machinery space*
6. *Air settling space*
7. *Fuel tank*
8. *Side fuel tank*
9. *Generator room*
10. *Fuel space*
11. *Fresh water tank*
12. *Crew's mess (8 men)*
13. *Crew's mess (12 men)*
14. *Crew's toilets*
15. *Hand windlass*
16. *CQR type anchor*
17. *Chart house*
18. *Fan room*
19. *Whip aerial*
20. *Galley chimney*
21. *Twin air intakes (arrows show airflow to gas turbines)*
22. *Radar scanner*
23. *Vegetable locker*
24. *Meat locker*
25. *Carley floats (on portable engine room hatch)*
26. *Control panel*
27. *Control house*
28. *Chocks for dinghy*
29. *Twin Rotol propellers*
30. *Twin rudders*

of this rod is linked to the offset pins on the blade roots. Linear movement of the piston and rod is thereby converted into rotary movement of the blades about their axes. Numerous safety features are incorporated in the propeller mechanism. Should a hydraulic failure occur, an automatic blade pitch-locking device operates. The operating piston can also be jacked to a mean position, then mechanically locked. An independent oil pump, driven by an electric motor, is used for changing propeller pitch before starting, when normal power is not available.

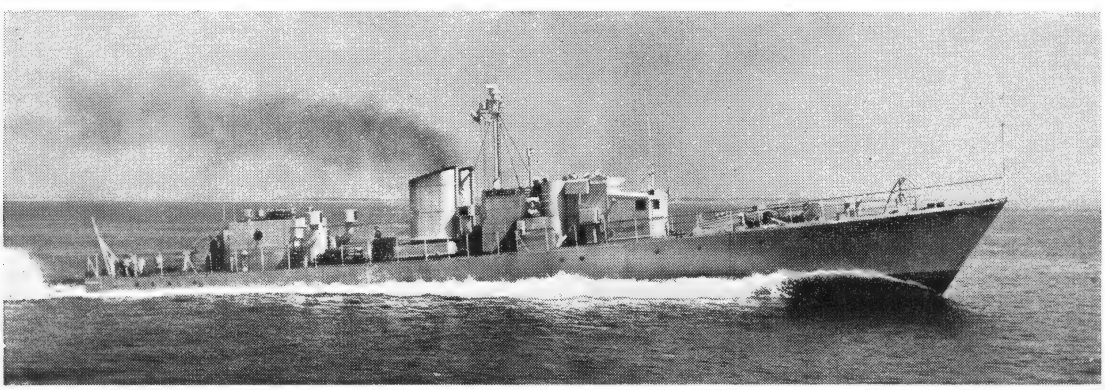
The *Grey Goose* was laid down by J. S. White & Co. Ltd., of Cowes, in January 1941, and as a steam gunboat was completed in July of the following year. Seven of her class were completed, to form an experimental flotilla of fast and powerful craft to serve as E-boat killers. They were then officially described as "light coastal craft," and the public and the enemy were left to assume that they were ordinary motor gun and torpedo boats, powered by petrol engines. Had it not been for the security veil, they could have been described as "destroyers in miniature," with powerful steel hulls. They had a displacement of 205 tons and were 146 ft. in length o.a. and 20 ft. in breadth. In spite of exceptionally heavy armament, which included a three-inch gun, two 21-in. torpedoes, as well as depth charges, their 8,000 h.p. high efficiency steam turbines, fired by



a single boiler, gave them a speed of over 35 knots.

The seven ships of the flotilla are officially credited with sinking six enemy ships and causing heavy damage to many more. Only one steam gunboat was lost during the war, but the *Grey Goose* is the last of the class now in Her Majesty's Service. It was in the *Grey Goose* that Lieut.-Cdr. Peter Scott, M.B.E., D.S.C. and Bar, R.N.V.R., led the flotilla in dashing Channel actions against enemy shipping, attacks which became a regular feature of the war news.

H.M.S. "Grey Goose" at speed: Note how stern settles down and bows lift up



INTERNATIONAL
'A' CLASS

Peter West and his mate, winners of International and M.Y.A Championships and Wing and Wing Cup, with "Moonraker"

THIS event, which was held at Fleetwood, Lancs, from August 7th to the 14th, 1955, attracted 42 entries to compete for the premier honours in the model yachting calendar. It was decided by the O.O.D., Mr. J. Alexander, to sail a full tournament and with the races for the Y.M. Cup in addition one knew that it would be no mean task to complete this unprecedented programme. The 40 boats had been divided into four sections of 10 boats each, A, B, C, and D, and racing commenced on Sunday morning at 10 o'clock, the first pair of A and B sections being started by His Worship the Mayor of Fleetwood, Councillor H. Pearce, J.P., in a light to medium breeze from the east. Skippers and umpires were very keen, and this keenness prevailed throughout the whole regatta. A and B sections completed six heats by lunch time after which C and D sections came on and sailed eight heats, to complete that day's racing which had been closely watched by a large interested crowd in glorious sunshine.

Monday saw an early start by C and D sections again, who completed their schedule by 11 a.m. A brief interval for practice and A and B sections came on to complete their heats. The wind from the N.E. gave the boats an easy run and beat and with brilliant sunshine, it was racing at its best. At 3.30 p.m., A section started to sail their heats with section D, seven heats being completed by the end of the day. Tuesday morning, a start was made in almost a dead calm, with an annoying drizzle of rain, conditions which tried skippers, mates and officials alike. After lunch rain fell more heavily but with an increase in the strength of the wind, now coming from the N.W. By now, early as it was in the progress of the tournament, one could almost pick out those boats that were likely to win and those that showed little promise of doing so.

Wednesday's racing opened in brilliant sunshine and a fair breeze and as the regatta dinner was to be held at the North Euston Hotel in the evening, the O.O.D. and his officials lost no time to use every moment of sailing. The dinner. which was presided over by the Mayor, was attended by some 150 people, who, after hearing some excellent speeches, adjourned to the Palm Court ballroom where they were entertained by a grand team of four cabaret artists. Dancing continued to 12.30 a.m. and the end came all too quickly with the entire assembly joining hands and singing "Auld Lang Syne." It was unanimously agreed that never had such an enjoyable evening been surpassed.

Racing continued on Thursday and Friday in ideal sunny conditions except that we had not yet experienced typical Fleetwood winds, hard from the west. Leading boats were now fighting for a clear lead and boards were being won and lost by inches, the most remarkable case being that of Dickie Priest and his *Commando* who dropped 17 points right off the reel, an almost impossible happening, which put him out of serious challenge to the leaders. At the end of Friday's racing only one heat, with the whole 40 boats taking part, was left for Saturday morning.

With a very light wind from the west, racing was resumed at 9.30 on Saturday morning with *Moonraker* holding only a four points lead over *Red Sabre*, and as only a further five points could be made, it was possible for *Red Sabre* to win. *Moonraker*, however, made no mistake with her beat and, although *Red Sabre* collected her five points, *Moonraker* was the winner of the championship by two points. Another championship had been won and lost by only two points, as was the margin last year at Gosport, when *Revanche* won from *Moonraker* by a similar margin. Yes, a very keenly contested championship.

The successful skipper and mate were congratulated by all competitors and then ceremoniously thrown into the lake to prevent any ideas of "swelled head," much to the amusement of the large and excited crowd watching. The Championship Cup and prizes were presented by the Mayor to the winner and mate. Prizes were also presented to the other seven leading skippers and mates. A special medallion given by that great and popular sportsman from France, M. Boussy, was presented to Miss C. Corrooin, for being the youngest lady mate in the regatta.

Immediately after this presentation, the Mayor started off the first pair for the International Races for the Yachting Monthly Cup. *Magic*, the U.S.A. yacht, had weather berth against *Moonraker* and gradually outsailed her to take the first three points, *Viviane*, the French boat, took the beat from *Revanche*, the Danish boat. *Moonraker* won her run back and *Viviane* again beat the Danish boat. In the next heat, *Moonraker* took five points from *Viviane*, *Revanche* took three from *Magic*, who won the run home. The wind, still from the west, was now freshening to something like real Fleetwood weather and much faster runs were being made. *Moonraker* did a run in 2 min. 18 sec. and in almost the next run clocked 2 min. 12 sec., which, being the fastest time down wind, won her the Wing and Wing Cup. Three complete rounds were sailed when racing closed for the day, the scores then being Great Britain, 33 points, and Denmark, France and the U.S.A., 19 points each.

The races were started again on Sunday morning at 9.30 with a light wind from the west, giving a beat out and a run home. The weather was glorious and soon

AND M.Y.A. CHAMPIONSHIP

Reported by Chas. R. Seabrooke

large crowds were collecting to witness the beautiful sailing. *Viviane* was being sailed as never before and with *Revanche* improving her position, *Moonraker* did exceptionally well to gradually improve her lead. *Magic*, obviously built for heavy weather found the wind much too light for her to show her obvious speed. By lunch time when five rounds had been completed the crowd must have been well over 6,000. At this stage Great Britain had scored 51, Denmark 43, France 32 and U.S.A. 24. With the wind freshening, it was expected that *Magic* would show her paces but the other boats still more than held their own. In the last heat of the 7th round *Moonraker* held a 12-point lead over *Revanche*. Beating *Revanche* to weather in a great struggle, she increased her lead to 15 points and only now needed another two points to assure her victory. This she did by beating *Revanche* on the run by barely a length. As she crossed the winning line, a terrific round of applause by the crowd heralded the fact that *Moonraker* for Great Britain had won the coveted Y.M. Cup and also the Wing and Wing Cup for the fastest run down the lake. Peter West and his mate, Frank Vernon, of Portsmouth, are to be congratulated upon their feat in winning all three cups for Great Britain. This was given them wholeheartedly when they were presented with the cups before a great crowd.

Another medallion given by M. Boussy was presented by the Mayor to Mrs. Jeanne Stout, the wife and mate of Frank Stout, the skipper of the U.S.A. contender, *Magic*, for being the only lady mate to ever take part as crew in the International races for the Y.M. Cup. Yet another special medallion, given by M. Boussy was presented by the Mayor to a very surprised mate, John Morley, who had mated M. Boussy throughout the regatta. A beautifully carved plaque, with all the badges of the clubs in the Northern Division, was presented to Mr. H. Bradley of Bolton, that master of score sheets and racing schedules, as an appreciation of his valuable services throughout the regatta. A burgee of the Fleetwood M.Y. & P.B.C. was presented to each skipper of the International competitors to mark the silver jubilee of the club, and the regatta of 1955 at Fleetwood, will surely rank as one of the most outstanding and successful regattas ever held under the flag of the Model Yachting Association.

International scores and results for the Y.M. Cup. (Seven rounds).

Moonraker	(Peter West)	Gt. Britain	75 Points	K.676
Revanche	(Kai Ipsen)	Denmark	56 ,,	D.22
Viviane	(H. Boussy)	France	50 ,,	F.27
Magic	(F. Stout)	U.S.A.	29 ,,	U.522

It is interesting to note that *Magic*, a beautifully built boat, with very unorthodox lines and an almost vertical forefoot to her keel, and a planked deck, had a displacement of only 44 lb. on a L.W.L. of 56 in. and beam of approx. 13½ in. and a sail area of only 1,160 sq. in., whilst *Moonraker* with her 63 lb. displacement on a L.W.L. of 53.5 in. and beam of 15.6 in. approx., and has a total sail area of 1,630 sq. in. *Moonraker*, designed by the late Ad. Turner, was splendidly handled by her skipper and mate, was a very worthy winner and proved herself a great boat under all strengths of wind whether beating or running.

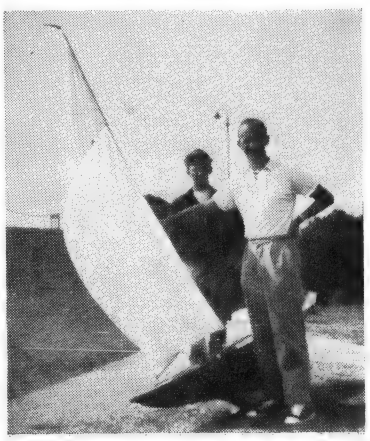
British (M.Y.A.) Open "A" Class Championship, Fleetwood, August 7th-14th, 1955.
Complete scores and final positions.

1.	*Moonraker*	P. West	Portsmouth	145	points
2.	*Red Sabre*	Kirtley and Andrews	Newcastle	143	,,
3.	*Celeste*	R. Jurd	Gosport	140	,,
4.	*Roberta*	D. Lippett	Birmingham	132	,,
5.	*Coppelia*	J. Anderton	Y.M. 6M. O.A.	131	,,
6.	*Aramis*	J. Lofthouse	Doncaster	130	,,
7.	*Commando*	B. H. Priest	Birkenhead	130	,,
8.	*Shikara*	W. H. Jones	Birkenhead	130	,,
9.	*Scamp*	L. Corrooin	Southend	123	,,
10.	*Magic*	F. Stout	Berkeley, U.S.A.	123	,,
11.	*Jill*	A. Levison	Y.M. 6M. O.A.	116	,,
12.	*Juanita*	J. Meir	Birmingham	115	,,
13.	*Elma*	C. Mc-Kecknie	Helensburgh	109	,,
14.	*Flame*	E. L. Dawson	Fleetwood	107	,,
15.	*Revanche*	K. Ipsen	Denmark	106	,,
16.	*Mercury*	T. Todd	Miniature	102	,,
17.	*Viviane*	H. Boussy	France	102	,,
18.	*Shangarry*	H. Tregenna	Ulster	101	,,

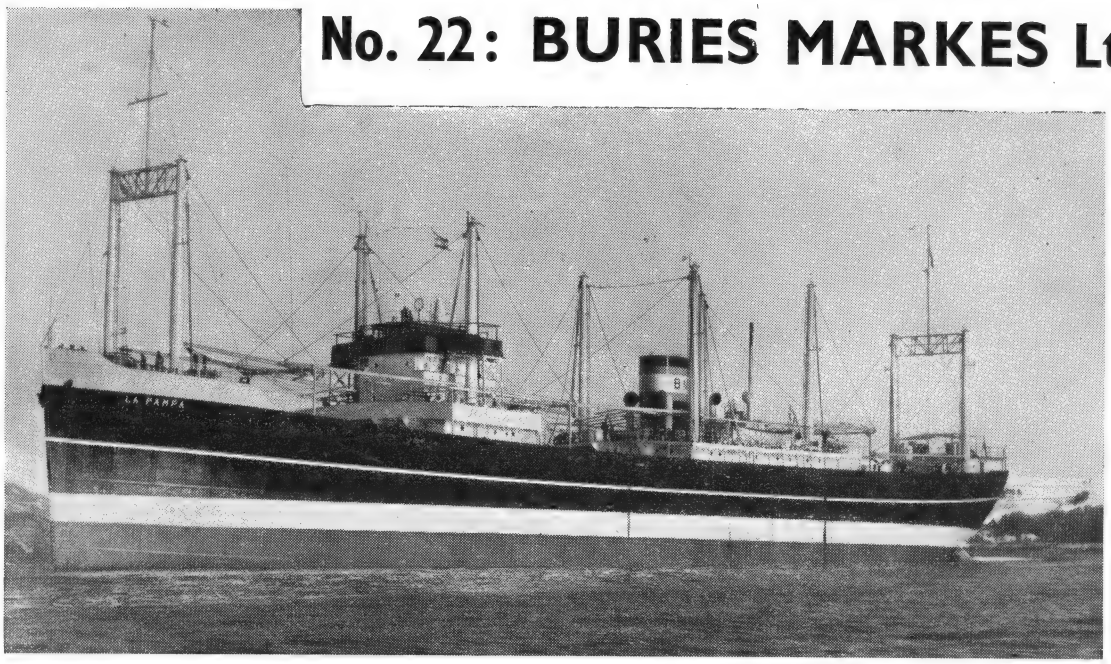
Jeanne and Frank Stout from the U.S.A. with "Magic"

Messrs. Kirtley and Andrews, the runners-up with "Red Sabre"

Kai Ipsen and his mate from Denmark with "Revanche"



No. 22: BURIES MARKES Ltd.



The company's first vessel m.v. " La Pampa " which was bought on the stocks

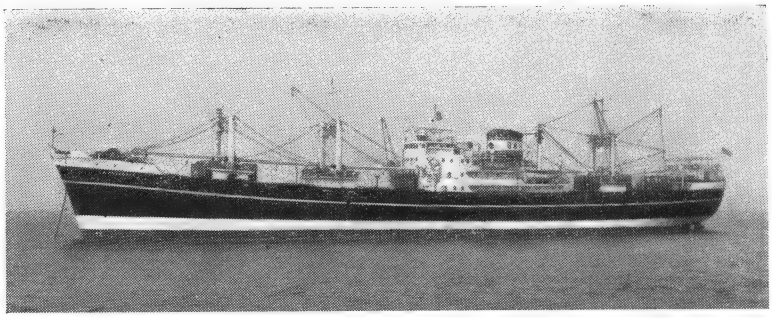
IT is now nearly 20 years since the London firm of Buries Markes Ltd. took delivery of their first vessel. Bought on the stocks, she was followed in 1940 by two ordered from Doxfords, both of which had tragically short careers—one of them less than a year—before being torpedoed. Since the war the company has expanded its fleet, both by purchase and by new building, until it now possesses a dozen vessels in service, with three others building or on order. Most noticeable is the spirit of imagination and forceful enthusiasm shown by the management, qualities which so often appear to be lacking in many older firms, who seem content to have ships which at the best are merely adequate. As a result of this the company now owns some of the finest cargo ships to be found under the Red Ensign.

M.V. " La Sierra," 6,189 *tons gross*

The parent firm is Louis-Dreyfus & Co., of Paris, who have long been shipowners and had great interests in the grain trade. In the late 'thirties, when it was planned to form a similar fleet under the British registry, they, liking its title, bought, for a relatively small sum, an existing company which had ceased trading activities some years earlier. Although primarily carriers of grain and other bulk cargoes, several of the Buries Markes fleet have in the past been designed with a view to charter to the liner companies, but as these prefer something rather smaller than is ideal for such cargoes, the firm is now no longer building for a dual purpose, but concentrating on larger ships of rather lower speed. Their house funnel design is black, with a red edged white band, on which the letters BM are painted in blue. Masts and superstructure are white, although a light eau-de-nil is used for the deckheads. The topsides of the hull are black with a white ribbon, while the boot-topping is white, an unusual feature which contributes greatly to the smart appearance of the ships. Their subsidiary firm Montship Lines Ltd. has a creamish buff funnel bearing a black M.

PRE-WAR UNITS

m.v. La Pampa	Built 1938	4,238 tons gross	
m.v. La Laguna	,, 1936	5,795 ,,	,,
m.v. La Quinta	,, 1936	5,795 ,,	,,
m.v. La Estanica	,, 1940	5,032 ,,	,,
m.v. La Cumbre	,, 1944	7,371 ,,	,,
s.s. La Loma	,, 1944	7,249 ,,	



The Japanese-built " La Ensenada," 5,794 tons gross

BY LAURENCE DUNN

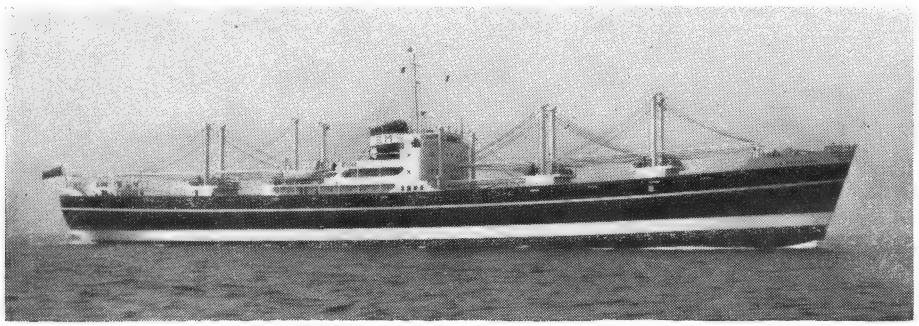
The company's first vessel was *La Pampa*, one of a Gotaverken standard " Economy " design, evolved by that yard as an answer to the well-known Doxford one. Actually only four such ships were built, the others being the *Aurora*, *Kattegat* and *Skagerak*, Scandinavian owners then turning towards speeds higher than the 10½ knots which this class offered. Originally ordered by Johan Stenersen, of Oslo, *La Pampa* was bought on the stocks about a month after she had been laid down. She has a d.w. tonnage of 8,130 and measures 397 ft. in overall length × 55 ft. beam. Propelled by a B. & W. 6-cylinder 4-cycle engine, she has a daily fuel consumption of 8½/9 tons of diesel oil. Her layout is rather unusual, for she has six hatches, two being between the engine casing and bridge, with the result that the latter is placed rather further forward than is customary.

Last year, two slightly older ships were acquired, *La Laguna* and *La Quinta*, sisters which had been built as the *Jean L.D.* and *Louis L.D.* for the parent firm. Although now 20 years old, these two—products of the At. & Chant. de France, Dunkirk—have features not normally found in cargo ships of that period. These include steel hatch covers, steel shifting boards and hulls built to Maierform design. They are, moreover, exceptionally good sea-boats. During the occupation of France both were managed by the Cie. Marseillaise de Nav. Coloniale, being then named *Betelgeuse* and *Formalhaut* respectively. Knowing their excellent qualities, Buries Markes Ltd. at once bought them in 1952 when they were offered for sale by Louis-Dreyfus & Co. Each measures 446.8 ft. in length by 57 ft. beam, and has a d.w. tonnage of 9,130. The main engine consists of an 8-cylinder Sulzer unit, which gives a speed of 12-12½ knots on 13 tons of diesel oil per day.

La Estancia, bought in 1952, is an open shelter decker of rather unassuming design but with very good cubic capacity and a name for being remarkably trouble-free in service. Previously the *Eastgate*, flagship of the Turnbull Scott fleet, she was built at Burntisland with dimensions 441 ft o.a. × 57 ft. She has a 3-cylinder Doxford type engine which gives a speed of 10½ knots on a daily fuel consumption of 9½ tons. A vessel of 9,415 tons d.w., her accommodation is laid out on more austere lines than those of the other Buries Markes ships, and she differs from them in having the bridgehouse accommodation panelled in mahogany. In the others pastel shades of paint with matt finish are the rule. Like many other Burntisland ships of that period she is of flush decked, split superstructure type, with five holds. The derricks serving these are mounted on two masts (which have fidded topmasts) and a pair of tall cowl-topped kingposts by the funnel.

La Cumbre (ex *Empire MacDermott*) has an interesting background. Originally laid down by Dennys as one of the standard X type, she was instead completed as a MAC ship, fitted with hangar and flight deck over her holds, which were designed to carry grain. Initially managed by the Hain S.S. Co., she was bought after the war by Buries Markes Ltd., who later had her rebuilt by D. & W. Henderson. The ship was stripped right down to the hull shell and engines, even new bulkheads being built. Reconstructed as a closed shelter decker, her d.w. capacity was increased from 8,360 to 10,568 tons. Her overall length is 448.5 ft. and she is propelled by a Kincaid-B. & W. type 6-cylinder, pressure charged engine which gives a service speed of 11½/12 knots.

La Loma, also built in 1944, is a Bethlehem-built Liberty ship which was bought in 1953 from Common Brothers Ltd., who had first managed and then owned her



M.V. " La Hacienda " 6,008 tons gross, a handsome example of the modern cargo liner

as the *Samsturdy* and *Baluchistan*. A vessel with an overall length of 441 ft, and a d.w. tonnage of 10,880, she, like the rest of this well-known type, is slow and extravagant by modern standards—10½ knots on 26 tons of oil per day—and as a result is likely to be the first of the fleet to be sold.

POST-WAR UNITS

These, which comprise five ships in service and another completing, are named:

m.v. La Cordillera	**Built**	**1947**	**6,072 tons gross**	
m.v. La Sierra	,,	**1950**	**6,189** ,,	,,
m.v. La Ensenada	,,	**1951**	**5,794** ,,	,,
m.v. La Hacienda	,,	**1953**	**6,008** ,,	,,
m.v. La Chacra	,,	**1953**	**6,072** ,,	,,
m.v. La Orilla	,,	**1955**	—	

La Cordillera when completed was referred to as one of the finest ships ever built by Doxfords. Certainly a remarkably handsome ship, she was designed with an eye to liner charter work as well as for use as a bulk cargo carrier. She was given accommodation for 12 passengers, and a point which attracted great attention at the time was the employment of women only for the catering staff. These had their quarters in a separate deckhouse at the fore end of the boat deck. The ship measures 464 ft. o.a. × 60 ft. and has a d.w. tonnage of 9,245. She has a short raised fo'c'sle and poop, five holds, and a winch platform by each of the masts. Amidships, by the sides of No. 3 hold and between this space and the engine room are deep tanks, the former for grain or water ballast, the other for vegetable oil or ballast. To give a clearer space amidships the vessel is fitted with gravity davits. Five-cylinder Doxford machinery gives a service speed of 14 knots on 18 tons daily.

La Sierra, which followed from the same yard three years later, was virtually a repeat, although the passenger accommodation was eliminated, davits of Columbus type fitted and the otherwise similar main engine designed to burn boiler oil. At the same time, the space between the engine casing and the bridge was slightly increased and the plating on the latter made a more attractive shape.

La Cordillera, which finished a Shaw Savill time charter early in August, is to make two voyages to Murmansk/Poland on behalf of Apatite Ore and then start a time charter to the Swedish East Asiatic Lines, for whom she will make one India/Persian Gulf round voyage. In contrast, *La Sierra* will be operating until the end of the year on time charter to the British Phosphate Commissioners.

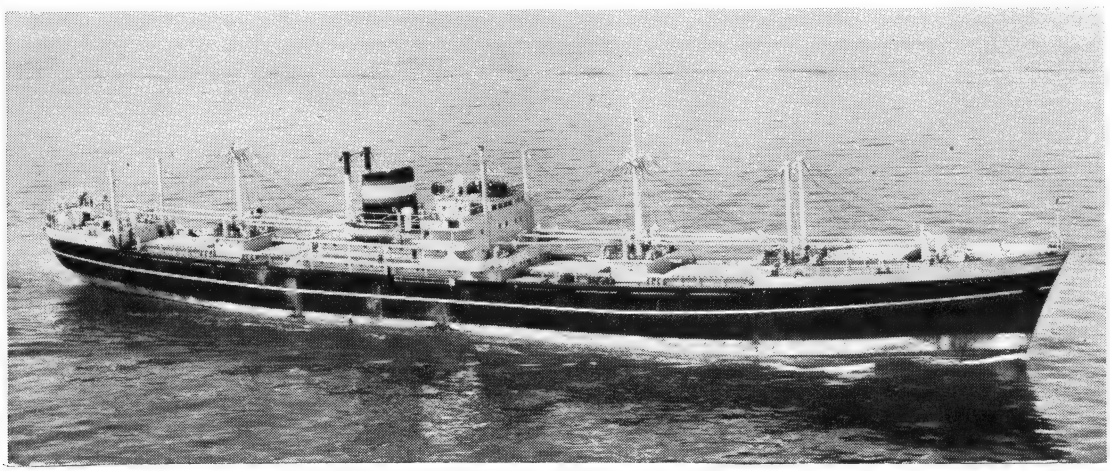
Built five years ago as the *Philippe L.D.* by the Uraga Dock K.K., Yokusuku, *La Ensenada* was bought by the company last year and is now operating between Quebec, Dalhousie and London, on time charter to the Newsprint Supply Co. Like the previous vessels, she has a short raised fo'c'sle and poop, although the bridge and engine casing have been merged, to form one short composite superstructure. Besides the several pairs of kingposts there are two cranes just before the bridge, and these like the rest of the deck equipment are electrically operated. Dimensions are generally similar, the length overall being 471 ft. and the extreme breadth 60.2 ft. One Japanese built M.A.N. type, 6-cylinder engine gives a speed of 14½ knots on 20 tons of diesel oil.

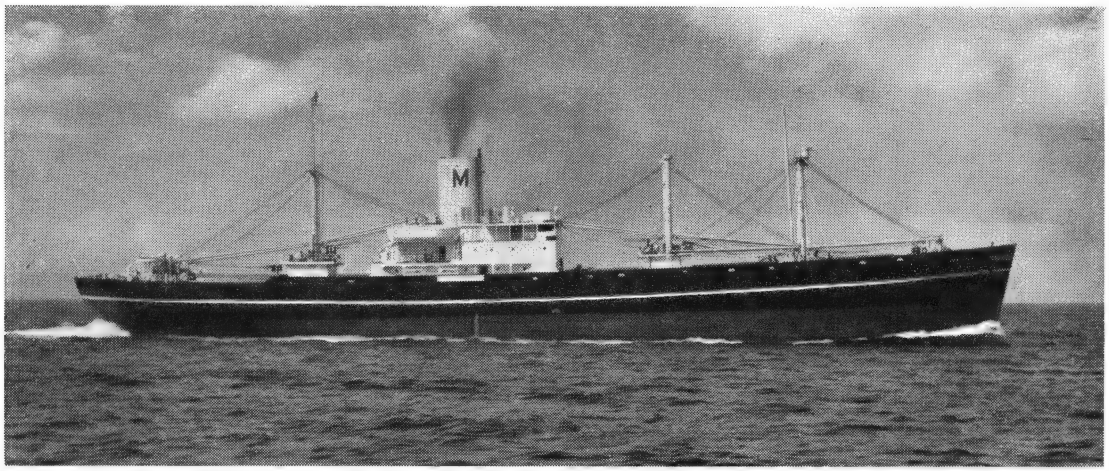
La Hacienda which was delivered by Swan Hunters in March 1953 is slightly larger, having a d.w. tonnage of 10,063 tons. Designed as a purely bulk cargo carrier, she is 465.8 ft. in length o.a. and has a breadth mld. of 60 ft. A 4-cylinder Doxford engine gives a rather more modest speed, 13/13½ knots, on 14/15 tons per day. Despite her many kingposts and single mast, she is a remarkably handsome ship, and, what is unusual, looks so from almost any angle. She is now engaged in making a series of voyages from Churchill to the Low Countries with grain.

La Chacra, which followed some eight months later, was built by Bartram & Sons Ltd. of Sunderland and differs externally in many ways. She has for instance a much longer fo'c'sle, a new arrangement of masts and kingposts, a taller and more compact superstructure and the addition of a short poop. She measures 472.3 ft. o.a. × 60.5 ft. beam, and is propelled by a 5-cylinder N.E.M.-Doxford engine fitted with an exhaust gas blower. Slightly smaller in d.w. capacity, 9,600 tons, and rather faster, 14/14½ knots (on 18 tons), she was designed to be also suitable for liner charter work. She is due back in Europe in November after making a voyage from Continental ports to North Brazil, Rio de Janeiro, Santos, Montevideo and Buenos Aires.

The company's latest vessel, *La Orilla*, which was launched by Bartrams on June 6th, replaces a recently sold war-built ship of this name which is now the Swedish owned *Stallberg*. The new one, which is due to run trials on October 20th, will have a d.w. tonnage of 10,850 and

M.V. "La Chacra," 6,072 tons gross, until recently in the South American service





M.V. "Montcalm," 5,212 tons gross, built by Pennsylvania Shipyards, Inc., in 1944 as the "Cape Ducato"

Doxford machinery which will give a service speed of 13½ knots. She has a short fo'c'sle aud composite type superstructure, with three of the hatches forward of the bridge. Recently, another ship, of 11,000 tons d.w. has been ordered from the Ch. & Atel. de la Loire, and this one will have her engines, bridge and all accommodation aft. She will be 452 ft. in length overall and have a long flush fore-deck, where five hatches will be served by three pairs of kingposts, the after ones being built in the bridge structure. The single mast and radar platform will rise from the forward side of the very tapered, streamlined funnel.

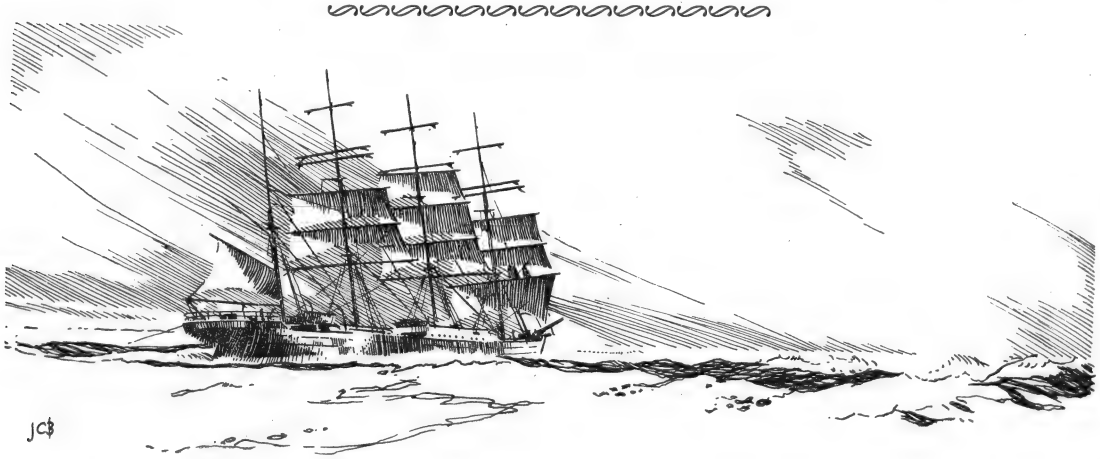
MONTSHIP LINES

Buries Markes Ltd. also manage one other vessel which belongs to the wholly owned Canadian subsidiary known as Montship Lines Ltd. This is the

m.v. Montcalm ... ... built 1944 5212 tons gross

One of the C1A standard type, probably the most successful of all American merchant ship designs turned out during the war, she was the only one of these to be bought by British owners, although this design was greatly liked by Norwegians, who acquired over 20, and Danes, who had seven. Built by Pennsylvania Shipyards, Inc., as the *Cape Ducato,* she joined the Buries Markes fleet in 1947 as *La Estancia.* She operated as such for four years before being transferred and given her present name. In common with the rest of this type, she has a d.w. tonnage of 7,930, an overall length of 412.3 ft., a breadth of 60 ft. and a speed of 13/13½ knots. She is powered by two 6-cylinder Nordberg S.A. 2-stroke engines, which are geared to a single shaft through magnetic clutches and Farrell reduction gearing. The ship has five holds and 16 electric winches, but relatively poor cubic capacity, being instead very well suited for liner services. Here her geared diesels show to advantage, for between ports, when full speed may not be required, she can maintain 9 knots on one engine alone. She is at present operating on a liner service between Canada and the Mediterranean.

Later this year, the Montship Lines take delivery of a smaller, engines-aft type motor vessel now building in Germany, and which is designed for the Europe-Great Lakes service. It is hoped to describe this most interesting ship in a future issue of SHIPS AND SHIP MODELS.



★ SMALL-SCALE SAILING SHIP MODELLING . . . described by R. Chenevix Trench

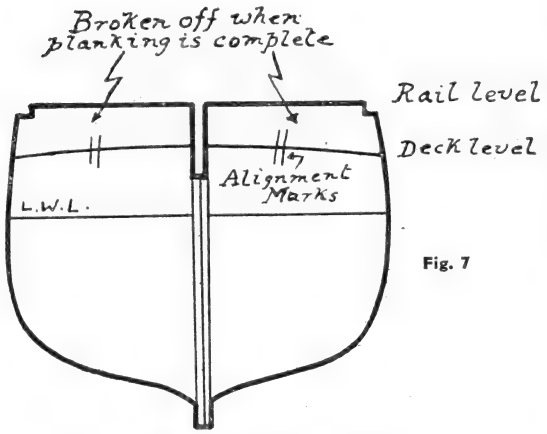


Fig. 7

★ Continued from September issue, page 318

AS we have seen, each frame is made up of two halves, starboard and port. Those frames under the raised forecastle and poop decks are quite simple. They are just shaped up to the heights of the beams, with their appropriate camber.

The frames of the waist, where the bulwarks come, are slightly different and the reason for the difference must first be explained. In order that the contours of these cross-sections may continue in a fair, unbroken line up to the rail, it is essential that they be made up to this level for the purpose of providing a fair framework for the topside planking. But once the planking is in place and the skin of the hull is rigid, we shall want to remove the bits of the frames which project above the level of the maindeck beams in order to leave room for the deck.

What we do, therefore, is shown in Fig. 7. Cut out each half-frame up to the level of the rail and mark in the line of the top of the deck beam, suitably cambered. Then on each half-frame mark in two small vertical lines crossing the deck line. These will be used as alignment marks. Cut along the cambered deck line and then immediately glue the top bits of each half-frame back in place again, using the alignment marks to reassemble them accurately, so that the contour of the frames, right up to the rail level, remains fair. When the planking is complete and you are ready to lay the maindeck, these upper pieces can easily be broken off to make way for the deck.

It helps materially to get the sheer line fair if the top of the sheer strake can be cut down and sandpapered to the level of an inwale running as shown by the pecked line in Fig. 2. Depending on the type of hull, this inwale may be either temporary or permanent, but before the half-frames are cut along their deck lines, their top corners must be nicked out as shown in Fig 7 to leave room for the inwale.

An alternative method is to plank up the hull with a sheer strake about $\frac{1}{8}$ in. too wide. When this plank is in place, carefully pierce it with a needle at the rail level of every other frame. Then, leaving the needles in place, bend the beading round them and glue it in place, holding the beading to the hull with clothes pegs. The process is, in fact, none other than that of penning a batten to the points of a curve. Thin slivers of cane are very useful for such beading or inwales, although it may take several shots at splitting it before two exactly the same are obtained.

The best tools for cutting out the half-frames are a paring chisel or scissors where the curves are gentle and convex and the point of a very sharp pocket knife where they are concave. The first half to be cut out should be checked by offering up to the body plan and the second half by offering up to the first half, in order to ensure symmetry.

As each half-frame is cut out and reassembled, it can be glued to its own keel piece, the forward sections with their after faces in line with the frame marks on the keel cards and the after sections vice versa. To get the frames truly perpendicular to the keel card, a small 90 deg. cardboard jig is useful, with one lower corner cut off to prevent it touching the glue squeezed out from under the half-frame. The glue will soon set hard enough to enable the half-frame to stand upright unsupported.

With all the half-frames in position, the inwale, if used, must be glued into the nicks in them, the forward ends of the inwales being cut off at the knightheads and the after ends at the aftermost half-frames.

The framed-up half-hulls must now be bevelled for the planking. The frames are best bevelled by rubbing in a diagonal direction with a small strip of garnet paper glued to a sliver or wood from a matchbox. Other pieces to be bevelled are the rabbet cards at the bow and the horizontal pieces under the after end of the poop deck and at the knuckle of the stern. We are then ready for the planking.

PLANKING

Planks may be either of cartridge paper or veneer. If the hull is to be painted, either can be used. If not, it must be veneer. Personally, I prefer veneer in any case, but anyone who has not planked a hull before is strongly recommended to start with paper as he will learn far more of the run of planking thereby than any written explanation can impart: and planks wasted through being cut to the wrong shape are most quickly and economically replaced. We will therefore start by explaining the method of paper planking:

(*a*) Planking is started at the rail, the planks being

laid in carvel fashion in as close a fit at their edges as possible. (*b*) Three skins are put on. The inner one lies fore-and-aft, the middle one diagonally and the outer one fore-and-aft again. The middle (diagonal) one is of thinner paper than the two fore-and-aft skins.

Now for some details. Planks should be as narrow as possible. In the process of gluing the fore-and-aft planks, the whole length of a plank should not be coated with glue but only the relevant portions on, or, in the case of the outer skin, in the way of the frames. Diagonal planks should be coated with glue along their whole length. The hood ends of the fore-and-aft planks should be cut off with a razor blade at the rabbet lines marked on the keel cards. This is best done when the glue is dry and the surplus can be removed by gently sawing with a wafer blade, taking care to cut in only as far as the rabbet line. The planking round the stern abaft the aftermost frame is best put on when the two halves of the hull have been united and the best form of the first skin is vertical, as in Fig. 8. Subsequent skins can be laid on round the stern in a horizontal direction, where suitable to the prototype.

When the first skin has come down to the waterline, the half-hulls will have enough rigidity to be married together, but, if preferred, the whole of this skin can be completed first. The two halves can be held together at the keel by thin strips of wood gripped between strong spring paper clips to ensure straightness. Such clips will also be fixed up the length of the rabbet line at the stem and sternpost. The top edges of the cards can be held with clothes pegs inserted between the frames and wedged, if necessary, to provide a stronger grip. Casein seems the safest glue to use.

After all the planking is complete, the sides of the keel, stem and sternpost must be brought up to the

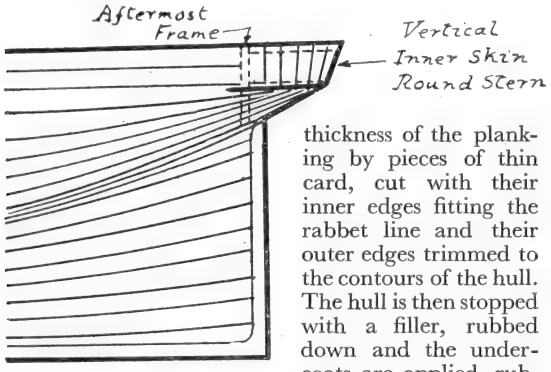


Fig. 8

thickness of the planking by pieces of thin card, cut with their inner edges fitting the rabbet line and their outer edges trimmed to the contours of the hull. The hull is then stopped with a filler, rubbed down and the undercoats are applied, rubbing well with a fine paper between each. For the topsides in the waist and anywhere else where the curves are gentle, it pays to use a longish strip of paper glued to a flexible strip of wood or celluloid. If there are any slight bumps or hollows in the surface of the hull, this is the best way of revealing their exact positions, with a view to rectifying them with subsequent alternations of undercoats and rubbing down. It is also a good way to avoid rounding off the edges of the keel, sternpost, stem and knee of the head. The whole inside of the hull, keel, frames, planking and all is given a good coat of shellac. I find it good policy to add the rail and maindeck beading at the last possible moment. The fewer coats of paint put on with the beading in place, the better it will look. Once the beading is in place, it is difficult to paint a clear-cut line against it on the surface of the hull.

Veneer is a better material than cartridge paper, since, being stiffer, it bends into fairer curves. But the fact that it is less tractable than paper means that the planks must be more accurately cut to ensure a good fit. Another advantage of veneer is that only one external skin is needed—a fore-and-aft one. When the planking is complete, the veneer is reinforced internally by vertical strips of paper glued or shellacked between the ribs and cut off at the height of the top of the sheer strake.

Mahogany is a good veneer for planking, but I have also used 1/64-in. balsa with success. In the case of mahogany, even the thinnest of paper, glued to the sheet of veneer as a backing, is of great value in preventing the wood splitting when the planks are cut out and also when they have to be laid on the hull with a pronounced twist, such as those terminating under the stern. For cutting out the planks, I find that the best tool is a sharp paring chisel or a very sharp pocket knife, the curved part of the blade near the point being rocked on the line of the cut, in preference to being drawn bodily along the line.

For holding the planks to the ribs while the glue sets, fine needles are good. To avoid driving the eye into your finger when pressing the needles through the veneer, a blob of sealing wax over the eye is effective. Two dozen needles so prepared form a good working stock. When the internal vertical skin has been completed, the hull surface is stopped and smoothed, as in the case of paper planking.

Decks of card can be all in one piece. I have never come across the straw-coloured board usually recommended, but a very good substitute is ordinary white card with yellow tracing paper struck to its surface with a colourless glue such as Durofix or balsa cement. A paper pattern should, of course, be fitted first. The edges of the deck cards must be marked as waterways or covering boards, the planks must be ruled in, the positions of deck fittings marked, and the partners pierced for the masts.

When fitting recessed decks, such as maindecks or the quarter-decks of some ships, which were sunk a little below the level of the rail, the cards should be bent to a slightly more pronounced camber than that of the tops of the beams, so that pressure along the middle line will hold it properly in place while the glue is setting. In the case of poop and quarter-deck level with the rail, the deck cards can be held down with string or thick rubber bands round the hull, taking care that the binding passes over match-sticks laid at the edges of the deck. These match-sticks bridge adjacent frames and so prevent the deck edges being bent down by the pressure of the binding where it goes over the edge between frames.

(*To be continued*)

PROTOTYPE SHIP MODELS AT THE GRAND REGATTA

ALTHOUGH to many power-boat men the hydroplane is the only thing that matters, there is still a goodly proportion of them interested in the prototype working model. If proof of this were needed the entry of over 90 models in the prototype class at this year's Grand Regatta should convince the most sceptical.

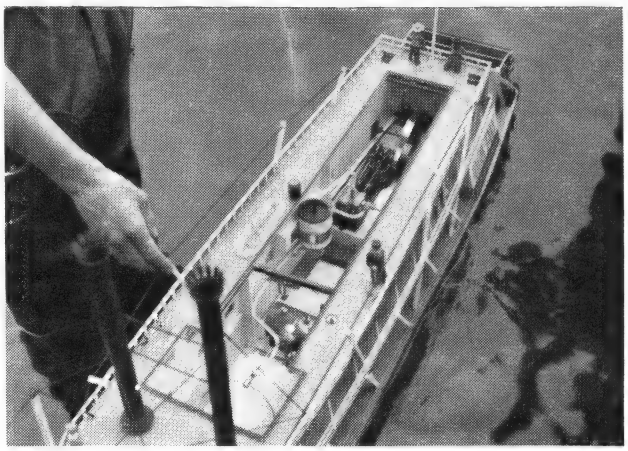
The regatta was favoured with fine weather and only a moderate amount of wind, although there was a slight drizzle for a few minutes about midday. In the Nomination Race which opened the proceedings Mr. N. Phelps was the winner with his error of only 0.5 per cent. As is usual, the Steering Competition followed immediately after the lunch interval and owing to the large number of entries the starter was extremely busy getting the boats away, and the assistants in keeping the marker buoys and the course clear, and in returning the boats for their second and third runs. The first place in this competition was won by Mr. R. O. Porter with his lovely cabin cruiser *Slickery*. As was the case with a number of the better boats *Slickery* has already won the Prototype Cup and thus was unable to qualify for it this year. Mr. F. Curtis's *Korongo* and Mr. I. Kirkham's *Kenmore* tied for second place and after again tying in the first re-sail *Kenmore* went off course and thus gave second place to *Korongo*.

The winner of the " M.E." Prototype Cup was "*Roarin' Jenny*" a 5-ft. model of a Mississippi sternwheeler which was awarded a bronze medal in the " M.E." Exhibition. In spite of having a flat bottom this model steered remarkably well, and the points she gained for the performance on the water no doubt helped her to win the cup. She scored 44 points out of a possible 50. She was built by Messrs. E. J. Rawlings and M. J. Bray of Southampton and although simplified, the usual characteristics of the Mississippi steamboat were well represented, the effect being enhanced by a number of figures about the ship, some semi-humorous but all very natural. The power plant was a Stuart mill engine with a chain drive to the stern wheel. Second place went to Mr. Waterton of Birkenhead, who won 42 points for his very sleek cabin cruiser.

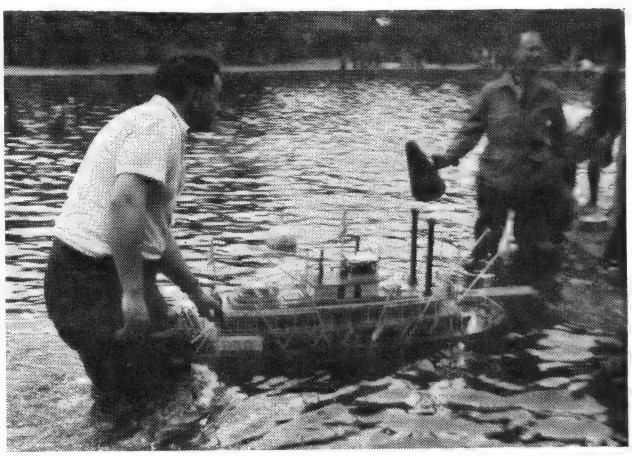
The hull of this boat was a very fine effort and the beautiful 6-cylinder petrol engine which drives her secured her many points. Third place (40 points) was won by Mr. Waller with his realistic model of the G.S.N. Co.'s m.v. *Royal Sovereign*. This sails well and looks charming on the water. The number of passengers and crew on the model improve its appearance.

The question of adding figures to a ship model is worth considering. If they are well done they add greatly to its realism, but if not the model is better without them.

A busy scene with the prototype models. Mr. Waller and his "Royal Sovereign" will be easily recognised



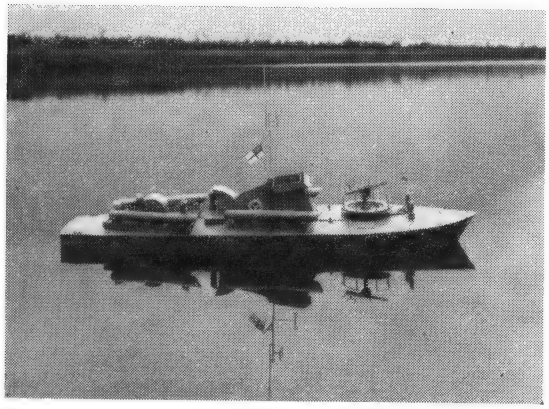
"Roarin' Jenny" with deckhouse removed showing the interesting steam plant



"Roarin' Jenny" being lined up for the steering competition. This was one of the most picturesque models at the Regatta

Ships and Ship Models Mailboat

● **Letters of general interest on maritime matters are welcomed. A nom-de-plume may be used if desired, but the name and address of the sender must accompany the letter. The Editor does not accept responsibility for the views expressed by correspondents**



TEN-KNOT M.T.B. MODEL

As a regular reader of SHIPS AND SHIP MODELS I thought you might be interested in seeing a photograph of my M.T.B. model which I have built from your Hughes design of Vosper No. 379.

Some slight alterations have been made to the design, in particular the construction of a larger canopy aft of the bridge to allow sufficient headroom for the engine, which is a Frog 500 (5 c.c.).

The hull is double-diagonal planked from strips of 1 mm. ply $\frac{3}{8}$ in. wide and glued with Cascamite, which is excellent for the purpose. The scale is $\frac{1}{2}$ in. to the foot and the model is just over 3 ft. long. Twin screws are fitted and the speed of about 10 knots is quite satisfactory. Radio-controlled steering is fitted and every part of the boat is home-made except the E.C.C. receiver. I have had some trouble with the propeller which invariably gets lost if any firm object is struck during a voyage, but have now overcome this by putting a shoulder on to the prop. shaft and holding the screw with one nut only. If the propellers foul the nut loosens and is prevented from running off the shaft by a fine split pin. The propeller, at the same time, becomes free on the shaft and no damage occurs.

In conclusion I should like to add that I am finding small diesel and glow-plug engines very satisfactory for this type of boat, as being light one can put plenty of batteries in for the "radio side of the business." I have never found that water cooling is necessary provided that one can put the cylinder near a hatch or other source of air supply.

Wallingford-on-Thames. DOUGLAS E. NEWMAN.

M-CLASS AND AMERICAN S.A. CLASSES

I would thank Mr. James A. Stewart for his kind remarks about my M-class design "Water-Nymph." Both in the United States and here this is today the most popular of all classes. It also has a following in France, though the sport is less developed there as yet.

In selecting a class for a design for publication, the designer must be guided to a certain extent by popular demand. Even if the designer creates a design as a matter of interest to show what a rule is likely to produce he likes to feel that it will quite probably be built to, thus serving a definite purpose.

Such designs as I have seen of American S.A. classes—and photographs of models of these classes—are not yachts that would be of any practical use in this country. These have a very deep dagger fin with a torpedo-shaped lead bulb at the bottom, similar to that which was used on some extreme L. and S.A. classes here many years ago. (I am speaking for the moment of full-sized 5-Raters, etc.) These ultra-deep fins would be of too great a draught for almost all our model-yacht lakes and the torpedo bulbs, projecting ahead of the fin, would make admirable weed catchers.

I think what Mr. Stewart dislikes in the M-class is that its L.O.A. limitation prevents overhangs. I would point out that in full-sized yachts there are a great many craft without overhangs, though doubtless one good reason for this is economy due to high building costs. At the same time a craft without overhangs need not be unsightly. One of the sweetest 24-footers I ever saw had about the same proportion of overhangs as my M-class design; her name was *Idler* and she belonged to the Port Melbourne Y.C., Victoria, Australia. I saw her in 1908, but have not forgotten the impression she made on me.

Unless there is a demand for S.A. classes here, I am unlikely to design them. If I did I would be unlikely to produce craft like those of which I have seen designs or photographs so far. And I very much doubt whether they would have much overhang.

The American S.A. classes measure actual S.A. and have no limits or restrictions on how this S.A. is employed, nor have they any provision for the use of spinnakers. It is claimed that this makes for the development of the fastest hull form under a given S.A. If the classes were one-design as regards the sail plan, there might be more grounds for this claim. But as it is the designer can vary the height of his boom and jib tack, etc., as well as his sail plan.

In pre-war days the Solent "Redwing" class had a one-design hull, but rigs were optional though total S.A. was limited. One or two owners produced a succession of weird and wonderful rigs, but I never heard they were as successful as those who stuck to conventional sail plans.

If the S.A. classes had a one-design sail plan, they would form a complete complement to the old "Redwings," and one might possibly learn something between the two—even if the lesson was that it pays to stick to the conventional forms evolved by hundreds of years.

London, N.3. H. B. TUCKER.

(*Continued on page* 351)

DIESEL ELECTRIC PADDLE TUGS

For Admiralty Service

SEVEN diesel electric paddle tugs are to be built for the Admiralty for use in Her Majesty's dockyards. It has been found by experience that paddle-driven tugs are the most suitable for moving aircraft carriers and other large warships through dock entrances and in the confined waters of dockyard basins. To enable them to operate under the overhanging sides of aircraft carriers, the new tugs are being built with hinged masts, squat funnels and a raked back stem.

Of flush-deck type, with sheer forward and aft, the tugs, though intended primarily for harbour service, are being constructed under special survey, to Lloyd's Class 100 A1 "for towing and salvage services," including assignment of loadline so as to enable them to proceed to sea. Accommodation, life-saving equipment, lights, signals, etc., will be to the requirements of the Ministry of Transport and Civil Aviation, including measurement for British registered net tonnage.

Principal particulars of the vessels are as follows: Length, overall, 157 ft.; length, between perpendiculars, 145 ft.; breadth, moulded, 30 ft.; breadth, overall, 60 ft.; depth, moulded, 15 ft.; draft, load, 10 ft.; speed, running free, 13 knots; bollard pull (estimated), 15 tons; displacement, load 710 tons.

Accommodation is provided for a company of 21, comprising six officers and 15 crew. The captain's cabin is sited on the bridge deck alongside the combined chart, wireless-telegraphy and radar room and close to the wheelhouse, which is constructed of aluminium alloy in vicinity of the compass and fitted with Kent clear-view screens.

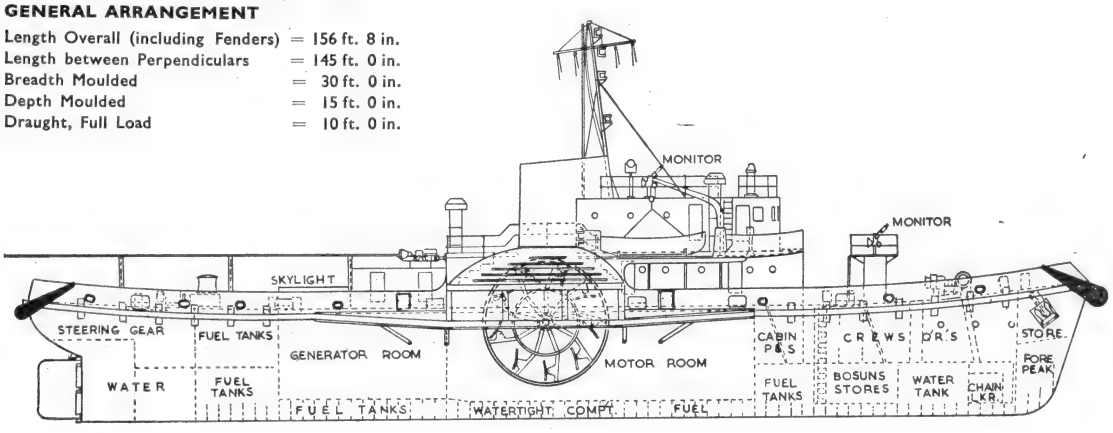
A deckhouse on the upper deck is arranged with cabin for chief engineer, saloon, galley, pantry, bathroom, washplaces, etc. Also on this deck are drying room, lamp room and a fan space. Accommodation on lower deck includes two double-berth cabins for officers, two cabins, with seven and eight berths, respectively, for crew, also crew's mess. At the after end are store and hawser rooms and steering gear compartment. Bosun's store is situated in hold, with access from upper deck.

To ensure good steering and manoeuvring qualities of the vessel, the rudder is of large area actuated by electric hydraulic steering-gear with control by telemotor installation from the wheelhouse and arranged for emergency hand steering. Deck machinery includes a 16 h.p. electric anchor windlass to suit $1\frac{1}{8}$ in. dia. chain cable for the 12-cwt. anchors and fitted with warping drum each side; also a 30-h.p. 24-in. dia. electric after-warping capstan. Two towing hooks of "Monarch" patent shock-absorbing type, each tested to 50 tons, are fitted at after end of bridge deck, with guide rails and stops. Two 16-ft. lifeboats, complying with Ministry of Transport requirements, are carried on bridge deck. Boat davits are of "Schat" single-arm radial type, with hand-operated lifting and turning-out gear.

Means of communication throughout is by voice-

H.M. DIESEL ELECTRIC PADDLE TUGS
GENERAL ARRANGEMENT

Length Overall (including Fenders)	= 156 ft. 8 in.
Length between Perpendiculars	= 145 ft. 0 in.
Breadth Moulded	= 30 ft. 0 in.
Depth Moulded	= 15 ft. 0 in.
Draught, Full Load	= 10 ft. 0 in.



pipe, with sound-powered telephones between wheelhouse and machinery spaces, etc. Two signalling projectors are carried and the vessels are fitted for echo-sounding.

Fire-fighting equipment includes two monitors and two foam distributing heads, served by the 150 tons/hr. salvage and fire pump. In addition to this pump and the two 30 tons/hr. bilge and fire pumps, fitted in the engine room, a portable diesel-driven fire pump is carried, together with two portable 70 tons/hr. electric pumps for salvage duties.

MACHINERY INSTALLATION

The propelling machinery in each of these vessels consists of four diesel generators connected in series with two independent propulsion motors. The diesel end of each propulsion generator is a Paxman Type 12 YHAX engine. The electric end of these generators (339 kW, 305 volts, 1,600 r.p.m. machines) together with the propulsion motors, exciters, control gear, and ancillary equipment are all of British Thomson-Houston manufacture. Each of the propulsion motors transmits up to 800 h.p. (212 r.p.m. and 600 volts d.c.) through a Renold chain drive of about eight to one reduction ratio to the independent paddle shafts and each motor can be controlled from either the bridge or the engine room. A feature of the controls is the provision whereby the operator can select the more suitable of two power characteristics for the particular towing conditions at any time. For normal harbour service the shafts will be independently operated, but a dog clutch is provided for coupling them together quickly should the vessel require to proceed to sea. A flexible coupling is fitted between each motor and its pinion shaft and a semi-flexible coupling is provided in each paddle shaft. The pinion and wheel shafts are supported on roller bearings.

The paddle wheels are of the feathering type with star centre arranged inboard and on the paddle block.

The engine rooms are well ventilated by motor driven supply and exhaust fans and a separate set of fans is provided for the supply of cooling air to each propulsion motor.

Each machinery item has been arranged for ready maintenance and for individual and quick removal ashore should immediate overhaul be necessary. To achieve this the layout of ventilation and engine exhaust trunks has been arranged to reduce to a minimum the amount of dismantling necessary and has resulted in the use of twin funnels sited athwartships. The fire and salvage pump is arranged to discharge foam compound to two Pyrene distributing heads and to two monitors as well as the usual water for fire and wash deck services.

EXISTING PADDLE TUGS

The new tugs will replace the least serviceable of the Navy's existing paddle tugs. (The last paddle tug to be built for naval service was the *Pert* completed in 1916.)

Ten paddle tugs, all older than the *Pert*, are still being used in Her Majesty's dockyards. They are disposed as follows:

Portsmouth: *Grappler* (46 years of age), *Sprite* (40), *Swarthy* (42), *Volatile* (56).

Devonport: *Pert* (39), *Camel* (40), *Industrious* (52).

Sheerness: *Cracker* (56).

Rosyth: *Firm* (44).

Malta: *Robust* (48).

MAILBOAT

(*Continued from page* 349)

FIGUREHEAD OF THE "PINDOS"

The enclosed photo was taken by me last week. The figurehead now adorns the garden wall of a house at Pevensey Bay, Sussex. It was originally part of the four-masted barque *Pindos*, which was wrecked on Sunday, February 11th, 1912, off Mears Point, Coverack, Cornwall; she was bound for Hamburg from Falmouth.

Bexhill-on-Sea, Sussex. J. HIGHAM.

SUBMARINE THAT BROKE HER CABLE

It may interest readers who have studied Norman Ough's excellent drawing of the submarine L.52 in the June issue to learn that this vessel—while on tow from Portsmouth to Llanelly to be broken up in 1935—broke the 1¼-in. diameter towing cable and was ultimately blown ashore on the Glamorgan coast. An excellent photo of her "on the beach" showing the hull form can be found on page 379 of the book "The Wonderful Story of the Sea," published before the war by Odhams. A stern view of L.21 is on page 473. A sister ship, L.54, was present at the 1937 Coronation Review of the Fleet, under the command of Lieutenant (now I believe Commander) A.C.C. Miers, who on March 4th, 1942, won the V.C. while serving in the submarine *Torbay* for his attack on supply ships in the harbour of Corfu.

Admiralty warship scrapping policy is strange; the larger L boats with the 2-4 in. guns were all scrapped before the 1939-45 war although among the last to be completed in 1919-1920. Yet three earlier L class, L.23, 26 and 27, were retained and no less than nine H class, dating back to 1917, were still in service and actually carried out patrols against the enemy in the early months of the last war.

I am very interested in the early ironclads, from their inception and up to the 1920s when information is easier to come by—but have great difficulty in obtaining old books or photos, etc. If your readers know of any sources of information I should be very grateful.

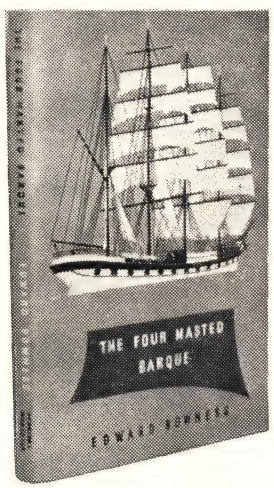
Bristol 6. JOSEPH A. YOUNG.

NAUTICAL BOOK REVIEWS

THE FOUR MASTED BARQUE

By Edward Bowness, A.I.N.A.

This book has been given to a model-maker to review and it contains descriptions of methods of construction which are so thorough that even a superficial reading causes him to desire to make the model described rather than to write about the book. The scale recommended, and for which some of the drawings are full size is ideal for the subject considered in all its aspects, except for a model of large dimensions, and is also more suitable for those possessed of very little equipment who are the majority of the large numbers interested in sailing ships, and in making and keeping accurate records of them. The profile and the deck plan of the *Archibald Russell*, shown on the folding drawing facing page 48, give the full size of the model and prove what a fine ornament to a room it would be when complete, even as a hull alone. A model in a private room looks far more effective than one in an exhibition or a museum where it tends to become lost among others of its kind.



Readers of books about the sea are often mystified and also stimulated by the vivid descriptive terms used by sailors, phrases like " monkey gaff," " top-gallant forecastle," " bridge deck," " half deck," " royals," " skysails," " bald-headed rig," " spike bowsprit " and so on. Here these terms are not only explained but illustrated. A common English expression—one of many—" knowing the ropes " originated in sailing ships. A glance at plates 2, showing the rigging of *Pamir*, and 43, of the foot of the mizzen mast of the *Archibald Russell*, shows why. It takes a lot of rope and gear to handle the sails of those " four towering spires of canvas " as Masefield describes them and a lot of knowledge and brawn to do it with, especially in a winter's gale on a dark night.

Probably most readers will agree with the author, that a rigged whole model without sails is the ideal to be aimed at. On this scale, unless the sails are made, whether set or furled, with as much artistry as the rest of the model, they will spoil all. All the same the book contains the information for doing the work whichever way it is wanted, and the miniaturist who aims at complete detail can achieve his results by using the methods described and simply adding to them, according to temperament. Mr. Bowness's method of construction is described systematically, and is very easy to follow, as the illustrations and drawings go along progressively with the text and they give a secure foundation for building models of sailing ships by readers of all tastes.

Apart from this, for the non-craftsman interested in ships, a study of the book will enable him to return to the pages of Dana and Clark Russell and Kipling and Masefield, with a more understanding eye. One of the advantages of books concerned with accurate model construction is that they are more likely to explain terms clearly than general works on shipping, and they also illustrate them. Considering the number of plates and drawings necessary in a work of this kind the publishers have issued the book at a remarkably low price at 9s. 6d.

BULLETIN NO. 19, AUGUST 1955

Published by The International Radio Controlled Models Society.

This very informative publication has now assumed a very pleasing appearance. The text, reduced from typescript, is clear and readable, and the re production of the drawings and wiring diagrams is excellent. The sketches by J. C. Hogg give a humorous relief to what otherwise would be an extremely scientific journal. P. A. Cummins who is well known as one of the society's most dependable demonstrators at regattas and the " M.E." Exhibition, contributes two articles, one on " Multi-Channel Audio Control " and one on " Step by Step Control Systems," R. Ing describes " A Hard Valve Receiver," Mr. J. C. Hogg describes " TX 66," a new transmitter for his M class yacht *Sunray II* and R. C. Blunt describes " A Steering Mechanism for Boats." Other short articles, a book review, and a report of the 1955 nationals, complete what is undoubtedly a very valuable publication for the student and practitioner of radio control. Full particulars may be obtained from the Hon Secretary: C. H. Lindsey, 55, Tenison Road, Cambridge, England.

DOG WATCH NO. 12

Published by the Shiplovers' Society of Victoria for the Shiplovers' Societies of Australia, price 4s. 6d.

This, the 12th issue of this lively annual, is as good as ever, which is saying much. We look forward to its appearance year by year, full as it always is of the salty tang of the sea.

One of the best things in this issue is the story " The Congo—50 years ago " by Captain John

Hembin of Gothenburg, Sweden. It tells of the writer's early days and gives a very interesting and a very intimate description of the conditions there at that time.

Another good article is " Memories of the *Salamis* " by the late Capt. W. Philip, who joined her in London as a boy of 14. The opening story is of " The *Alpena* Gale, " which tells of the near loss of the four-mast fore-and-aft schooner *Alpena* when she dragged her anchors during a gale which lasted nearly four days. The captain and crew had abandoned her and local skippers tried to salvage her. However, the captain got back on board first and was ultimately able to have her towed back to safety. Other items include " Old-fashioned Marine Curiosities " by Sir James Bisset, C.B.E., " Nansen goes North again " by Capt. R. G. Edwards, " The Turning Point " by Capt. A. I. Henmons and " Wet Bunkers Burn Better " by James H. Barr, to mention but a few, and a number of reviews of recent maritime books and of some not quite so recent. The story of " The Foundation of Melbourne " by Capt. Harry O'May, will be of considerable value to all interested in the history of that city. Altogether this is a very good issue and one which will be treasured by shiplovers all over the world.

THE SHEET ANCHOR

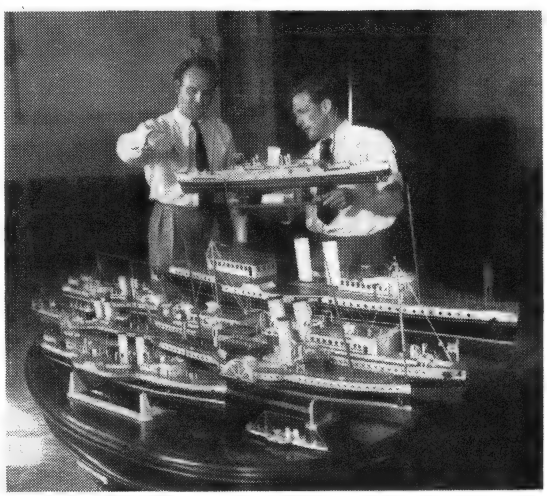
Vol. 3, *No.* 2, *August* 1955.

The *Sheet Anchor* has established itself firmly as an essential item in the library of the serious builder of ship models, especially sailing ship models and models built as records of disappearing types of ships. Since the early issues the illustrations have been greatly improved and the editor has discovered a very satisfactory method of reproducing line drawings. Indeed the entire production is a very workmanlike affair and reflects great credit on the editor, Mr. W. O. B. Majer, and Mrs. Majer, who so ably assists him with the work. The opening article is " The Construction of Laminated Paper Hulls " by I. C. Hool of Chloride Batteries Ltd. The text and drawings make this simple system of hull construction perfectly clear. Then we have what appears to be the final instalment of S. Wurr's splendid serial on the sailing barge *Redoubtable.* Our only suggestion here is that the sails would have been better drawn to scale. The mainsail as shown scarcely looks like that of a barge. A page from " Kippings Rigging of Ships " provides some authentic information on the turning-in of deadeyes. Norman A. Ough contributes a fine article " Drawings of Warships," including a reproduction of his drawing of H.M.S. *Sheffield.* Notes on exhibitions, including some by Norman Ough on the recent " M.E." Exhibition, on jigs, on the activities of the ship model societies, book reviews, and other odds and ends relating to ship modelling, complete what is a particularly good number. As an appendix, and a valuable one at that, we have two papers which were read before recent meetings of the Guild of Model Shipwrights, one by Mr. A. A. Pariser entitled " The Preparation of Timber for Built-up Models " and the other— " The Deal Lugger—first part of the research " by W. H. Honey, F.R.S.A. Price and full particulars may be obtained from the hon. editor: W. O. B. Majer, 81 Paxford Road, Wembley, Middlesex.

. . MODELS IN PUBLICITY CAMPAIGN . .

DURING the past summer, in connection with a campaign for the more effective publicising of its operations, the old-established firm of P. & A. Campbell Ltd. of Bristol organised a competition for ship-modellers. Prizes of £20, £10 and £5 were to be awarded to the builders of the three best models of ships using the Bristol Channel ports, either of Campbell's own ships or of ships owned by other companies. The competitors were free to build to any scale and the style of model was also left to their own choice.

There was a very gratifying number of entries, and the majority of them were models of Campbell's own ships. The judging was done by the Editor of this magazine. The standard was surprisingly high, considering that many of the models were built at rather short notice : in a few cases however the effect of hurried work was evident. The first prize was awarded to Mr. Kempster of the Bristol Ship Model Club for a very fine miniature water line model of m.s. *Thermopylae*, a Norwegian ship often seen in the Bristol Channel ports. The second prize also went to a miniature, this time of m.s. *Africa Palm* by Mr. Cunneber also of the Bristol Club. The third prize was awarded to Mr. G. F. Hughes a retired chief engineer of the company. This was for a nicely proportioned working model of the well-known Campbell steamer *Devonia.* It was electrically driven and was fitted with feathering paddle wheels. The exhibition was held in the Grand Hotel and was attended throughout the day by a large number of people.



Mr. John Hurd (left), who organised the campaign, examining some of the entries with Messrs. Campbell's publicity manager, Mr. R. Harris

News from the clubs

HAMMERSMITH SHIP MODEL SOCIETY

The meetings arranged for October are as follows:
Tues. 4th "On Choosing Timber" by H. Beesley.
Tues. 18th "Casting and Moulding" by C. V. Thompson.
Meetings are held at 7.30 p.m. at Westcott Lodge, Lower Mall, W.6.
Hon. Secretary: H. J. COSTER, 98, Craven Park, Harlesden, N.W.10.

NORFOLK NAUTICAL RESEARCH SOCIETY

This month's meeting will be held on Tuesday, the 18th, at 7.00 p.m. at the Castle Museum, Norwich, when Professor Frank Debenham, O.B.E., M.A., will give a talk on Scott's last expedition (1910-1913), illustrated by lantern slides.
Hon. Secretary: JOHN F. C. MILLS, Opie House, Castle Meadow, Norwich. Tel.: Norwich 23241.

Y.M. 6-m O.A. & SOUTH LONDON M.Y.C.

The following are the events for October:

Date		Event	Start
Sun. 2nd	M	Gravesend Bowl (Open)	10.30
Sat. 8th	36-in.	Open Sweepstake	2.30
Sun. 9th	A	Surbiton Shield (Open)	10.30
Sun. 23rd	A	Consolation Race (Margaret Jupp Trophy)	11.00
Sun. 30th	A	Mate's Race	11.00

Sailing water: Rick pond, Home Park, Hampton Court.
Hon. Secretary: N. D. HATFIELD, 132, Westborne Grove, Westcliff-on-Sea, Essex. Tel.: Southend-on-Sea 46925.

HOVE AND BRIGHTON MODEL YACHT CLUB

The fixtures for October are as follows:

Date	Class	Event
Sun. 2nd	10-r	Guildford M.Y.C. and Hastings M.Y.C. at Hove (triangular match).
Sun. 9th	10-r	Fourth Club Championship.
Sun. 9th	36-in.	Metropolitan and Southern District Championship at Clapham.
Sun. 16th	36-in.	Fourth Club Championship.
Sun. 23rd	M	Valkyrie Cup (Limited entry).
Sun. 30th	10-r	Countess of Carnarvon Trophy.

Sailing water: The Lagoon, Kingsway, Hove.
Hon. Secretary: F. JENNINGS, Ardingly College, Haywards Heath, Sussex.

POOLE MODEL YACHT AND POWER BOAT CLUB

The following are the fixtures for October:

Date		Event
Sat. 1st	Power	
Sun. 2nd	Club Day	M-class—Open—Rick Pond.
Sat. 8th	Junior	
Sun. 9th	Junior	Power.
Sat. 15th	Power	
Sun. 16th	M-class	
Sat. 22nd	Junior	
Sun. 23rd	Club Day	
Sat. 29th	Power	
Sun. 30th		Grand Handicap—10-rater and M-class.

Hon. Secretary: W. E. L. PERRETT, 46, Cranbrook Road, Parkstone, Dorset. Tel.: Parkstone 3420.

WEMBLEY SHIP MODEL SOCIETY

On Monday October 10th, Mr. A. L. Tucker will give a talk on "Draughts and Plans at the National Maritime Museum." On Monday, October 24th, Mr. P. R. Fairbairn will speak on "Arrangements of Oil Tanker Decks." Meetings are held at the Bonhomie Tennis Club, 28, Harrowdene Road, North Wembley, at 8 p.m.
Hon. Secretary: EWART C. FREESTONE, 41, Daryngton Drive, Greenford, Middlesex.

BRISTOL SHIP MODEL CLUB

The October meeting will be held on Tuesday the 11th, at 7.00, p.m. at Legion House, Portland Square, when Mr. E. Bowness, founder of the club, will give a talk.
Hon. Secretary: A. RALLS, 8, Kenmore Crescent, Filton, Bristol. Tel.: Filton 2148.

BIRMINGHAM SHIP MODEL SOCIETY

On Friday, October 21st, there will be a meeting at 82, Hagley Road, Edgbaston, Birmingham, when guest speaker Comdr. Wilson will give a talk entitled "They Came in the Night."
Hon. Secretary: CAPT. F. J. MARSDEN, 15, Cartland Road, Birmingham, 14.

"SHIPS AND SHIP MODELS"

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SAILS for Model Yachts. All classes. Terylene, Egyptian Cotton. Quotations from—ROBERTS, 14, Saxon Road, Hove, Sussex.

WARSHIP DRAWINGS now available from Norman A. Ough, 98, Charing Cross Road, London, W.C.2. Scale 1″ = 16′ (detail 1″ = 8′). Destroyers, "V" class H.M.S. "Vega," (1916-45), 12s. 6d. "D, (1936), £1. Cruiser, H.M.S. "Dido" (1939 to date), £1. "Lines" of "Dido" 10s. "Carlisle" class cruiser, H.M.S. "Curacoa" (1916-42) £1. "Battle" class destroyer H.M.S. "Cadiz," £1. Cruiser "Sheffield" (as in 1954), £1. Lines and detail (2 drawings) together, 10s. Ocean minesweeper, "Algerine" class H.M.S. "Marvel" (Scale $\frac{1}{8}$″ = 1′), 10s. Lines, etc., 10s. Submarines L 52 (scale $\frac{1}{8}$″ = 1′), 10s. and E 29, 10s. "O" class "Olympus," 10s. Corvette "Hedingham Castle" (scale $\frac{1}{8}$″ = 1′), £1. Battle-Cruiser H.M.S. "Lion" (scale $\frac{1}{16}$″ = 1′), £1. Lines and enlarged detail, £1.

SHIPS IN BOTTLES, sail or steam.—D. BARKER, 46, Grove Lane, Hale, Altrincham, Cheshire.

WINTER BUILDING for summer sailing, needs plans and books. Return of post service.—CAMAS, 10, Mark Street, Wallasey.

MARITIME PLANS. A list of plans and drawings of ships, yachts, power boats, historical ships, waterline models, marine engines. Model yacht plans are by the famous designers W. J. Daniels, H. B. Tucker and A. W. Littlejohn. There is a wonderful range of historic ship drawings by the late Clive Millward. Send 5d. in stamps for your copy, to the publishers—PERCIVAL MARSHALL & Co. LTD., 19-20, Noel Street, London, W.1.

UNIQUE COWES BUILT scale model yacht, 4′ 3″ long. "Gaff Cutter" rigging. Perfect condition. Valued £28.—Box No. 147, SHIPS AND SHIP MODELS Offices.

THREE-TON CUTTER, very stiff, lead keel, Britannia outboard, Elsan, fitted sink, "Float-on-Air" cushions, £250.—59, Windsor Road, Gillingham, Kent.

"MODEL SHIPS & POWER BOATS" June 1949—Feb. 1950, 3d. each, March 1950—Dec. 1953, 9d. each. "Ships & Ship Models" Jan.—Aug. 1954, 1/- each.—WALKER, 6, Nut Bush Lane, Torquay, Devon.

SHIP MODELLING BOOKS. The Percival Marshall range on this subject is unequalled, and each is written by an expert craftsman with long experience of model boat construction. There are handbooks on the construction of powered boats and sailing models, also books by famous authors on the building of true-to-life replicas of period ships. Some titles combine historical data with constructional details by giving the reader a great deal of absorbing information about the particular type of ship—its contemporary background and purpose—while at the same time providing the model engineer reader with constructional data. Send 2½d. stamp for fully detailed list to—PERCIVAL MARSHALL & Co. LTD., 19-20, Noel Street, London, W.1.

The Editor invites correspondence and original contributions on all subjects connected with ships and ship models, which should be addressed to him at 19-20, Noel Street, London, W.1. Matter intended for publication should be clearly written, and should always bear the sender's name and address.

All correspondence relating to sales of the paper should be addressed to THE SALES MANAGER and correspondence relating to display advertisements to THE ADVERTISEMENT MANAGER.

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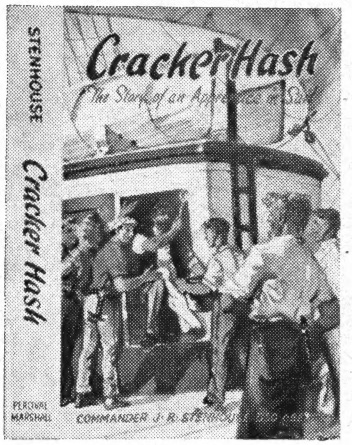
NEW AND FORTHCOMING BOOKS



Just Published

"CRACKER HASH"

by Cmdr. J. R. Stenhouse
D.S.O., O.B.E., D.S.C.

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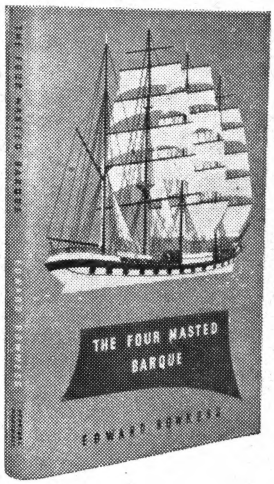

Published August

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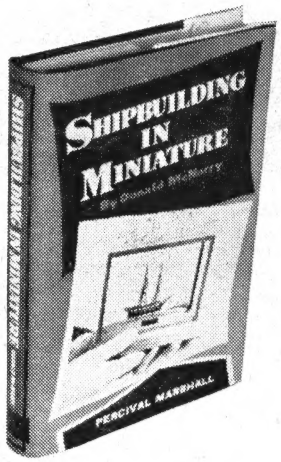

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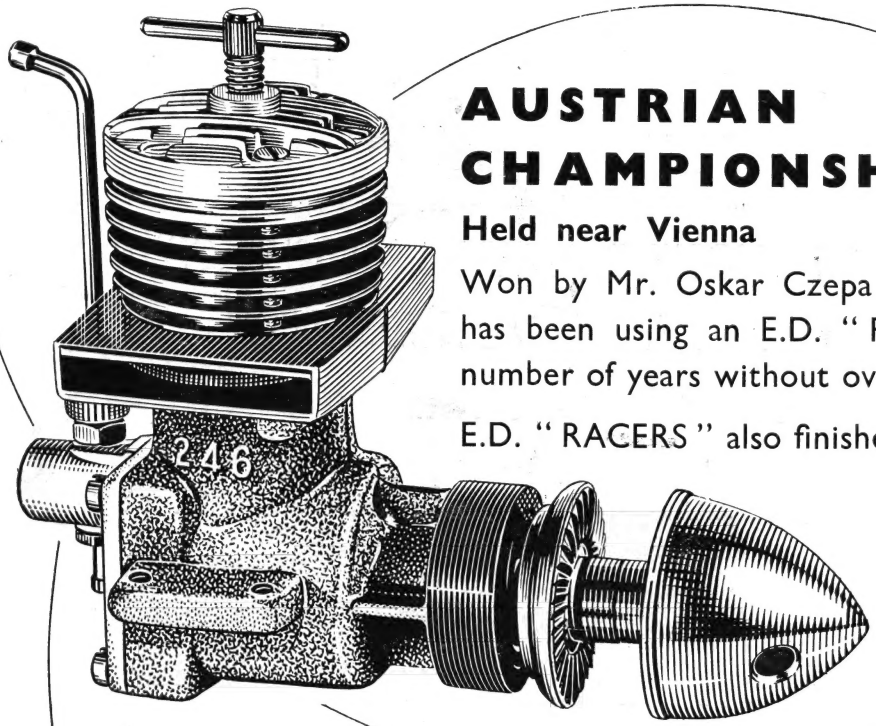

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